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FRIDAY, AUGUST 22, 1958
ONE SHILLING

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- * Air brakes



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with Trailing Axle



- ★ Rootes two-stroke diesel engine, developing 105 b.h.p.
- ★ Bodyspace of 21 ft. 6 in.
- ★ Maximum gross vehicle weight, 15 tons.

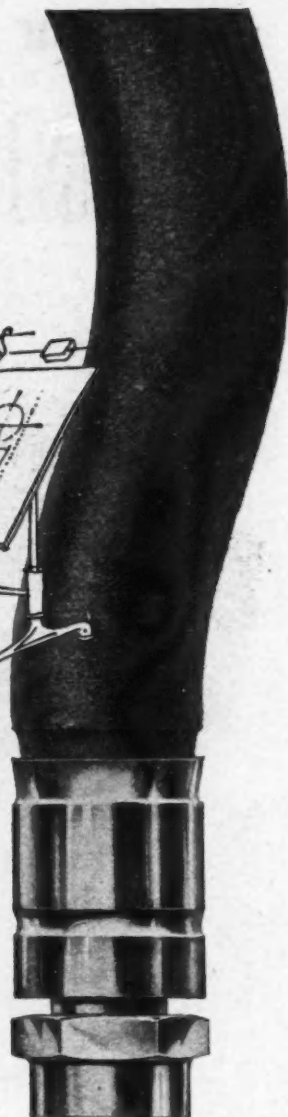
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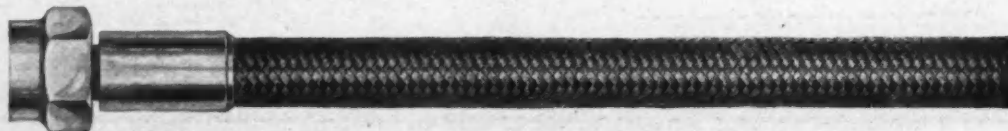


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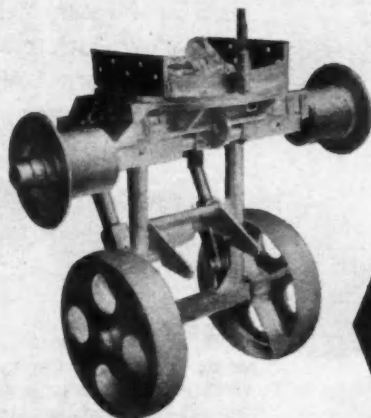
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Coupling of semi-Trailer is carried out by backing the special Tractor ramps under the rollers on the semi-Trailer fore-carriage. As the rollers run up the ramps, they strike the robust coupling forks, moving them to the coupled position, where they are automatically and positively locked by triggers held in place by two powerful compressor springs against two rubber buffers.

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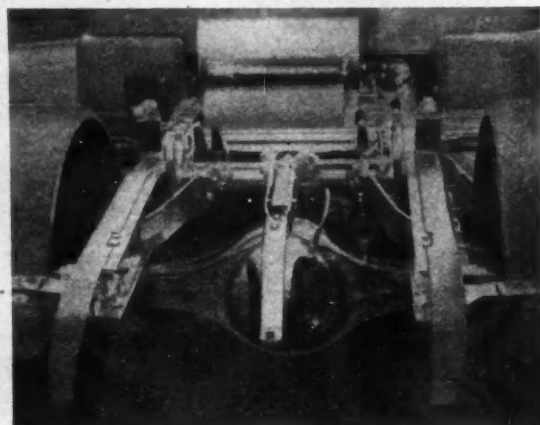
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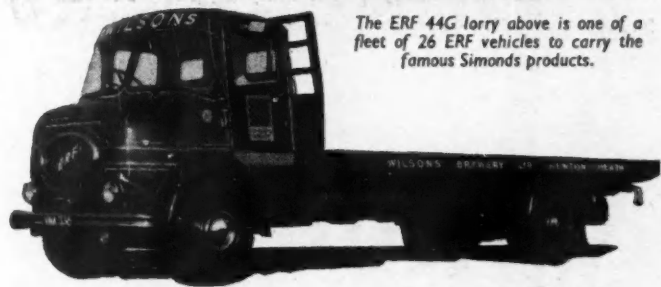
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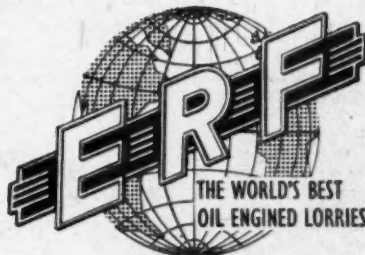


This ERF, one of three recently supplied to Wilsons Brewery, Manchester, has all the essentials for brewery work, including low-loading and extra roomy cab for driver and two loading assistants. A repeat order for similar vehicles has just been placed.

A few of the large fleet of ERF vehicles operated by Showerings Limited, makers of the popular Baby Cham, are shown here. 86 ERF lorries have now been supplied to this firm.



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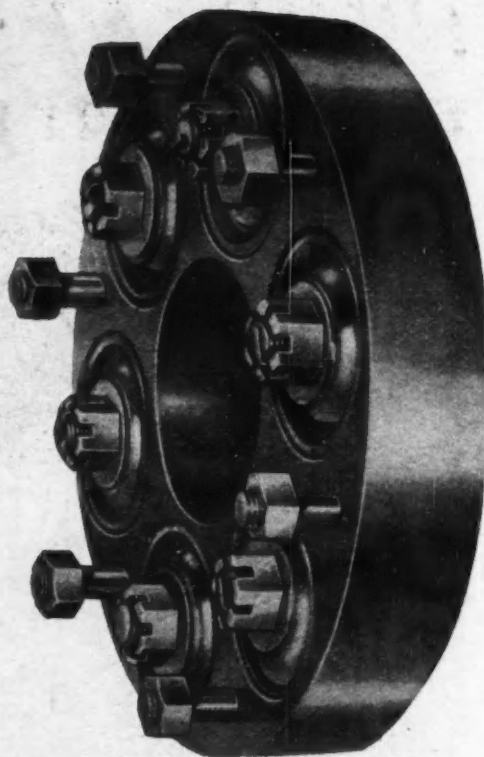
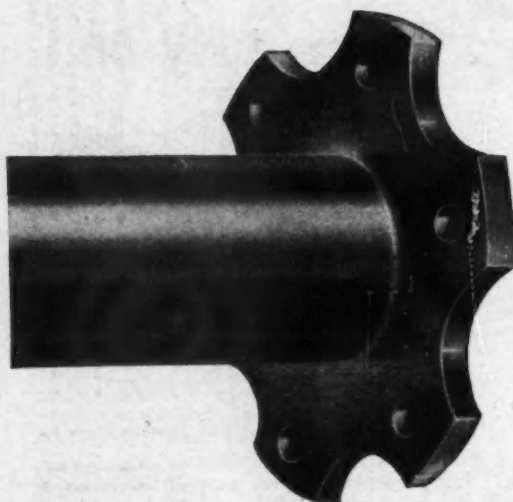
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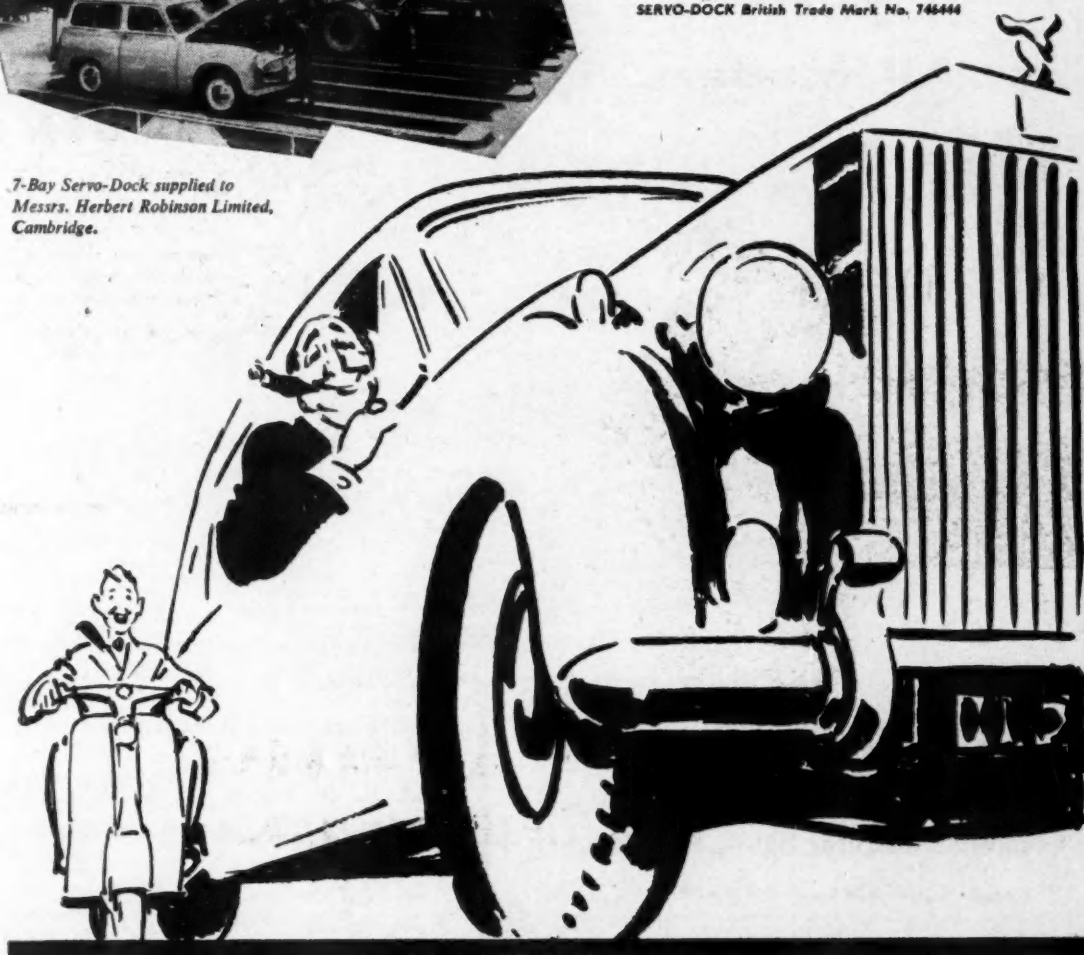
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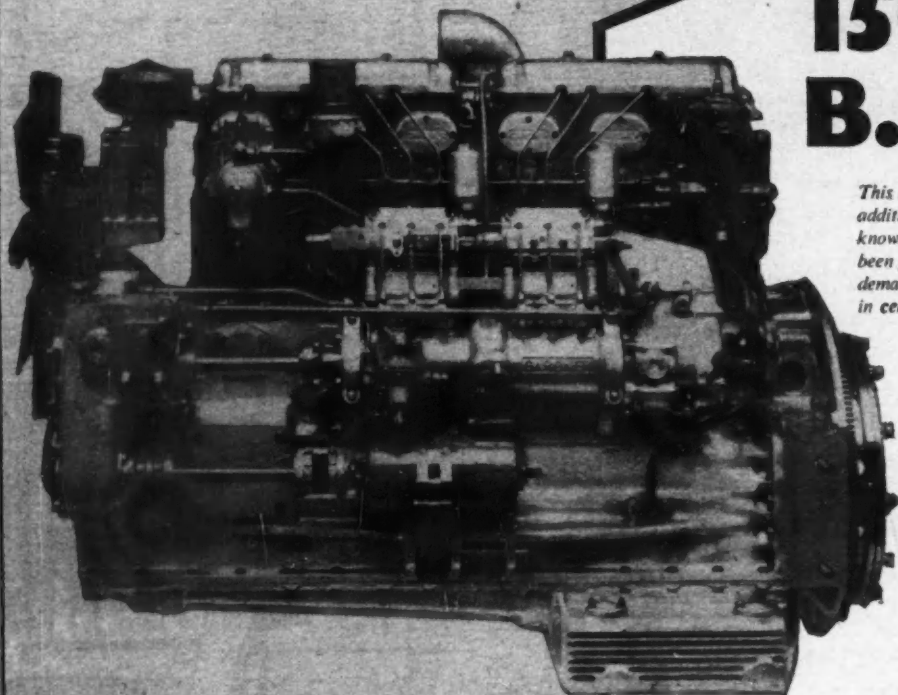
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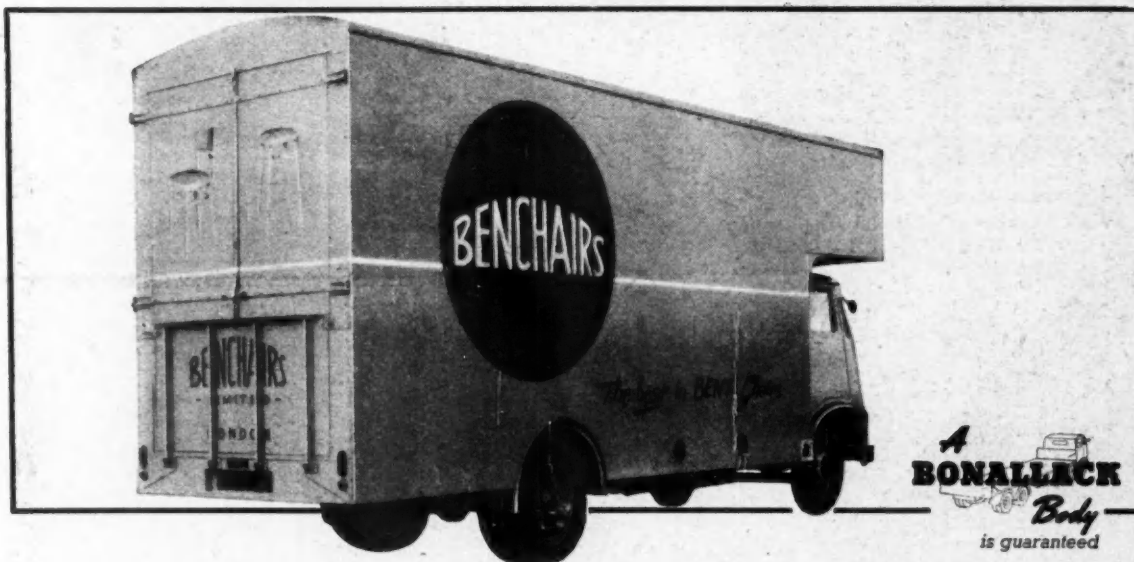
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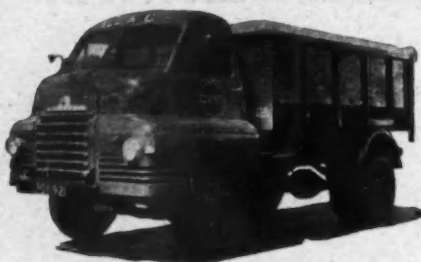
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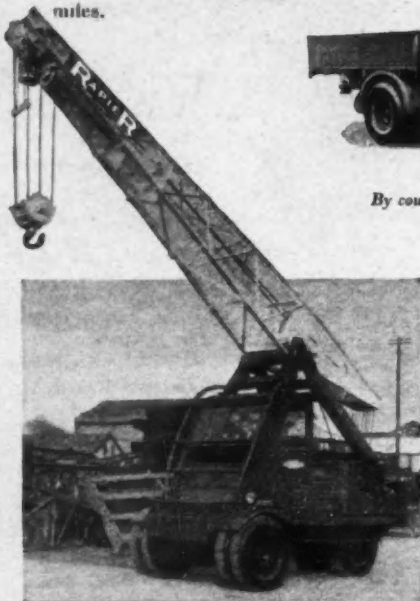
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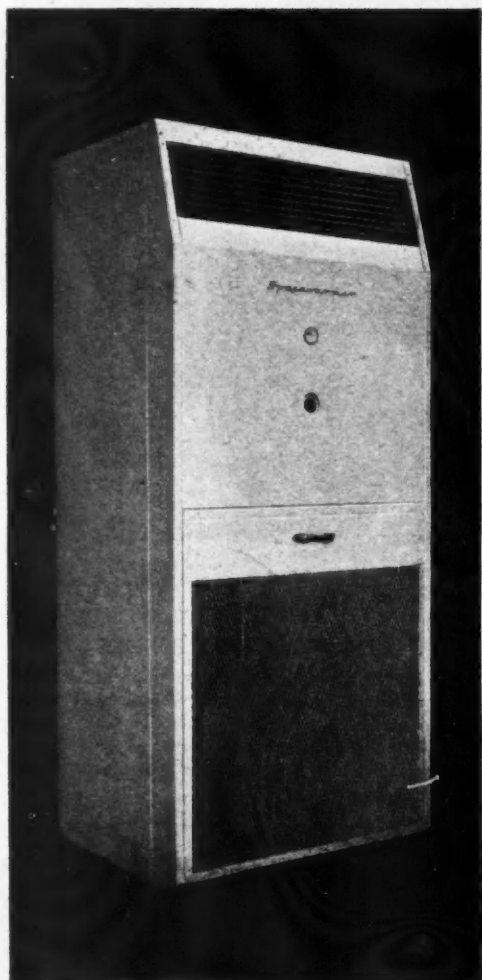
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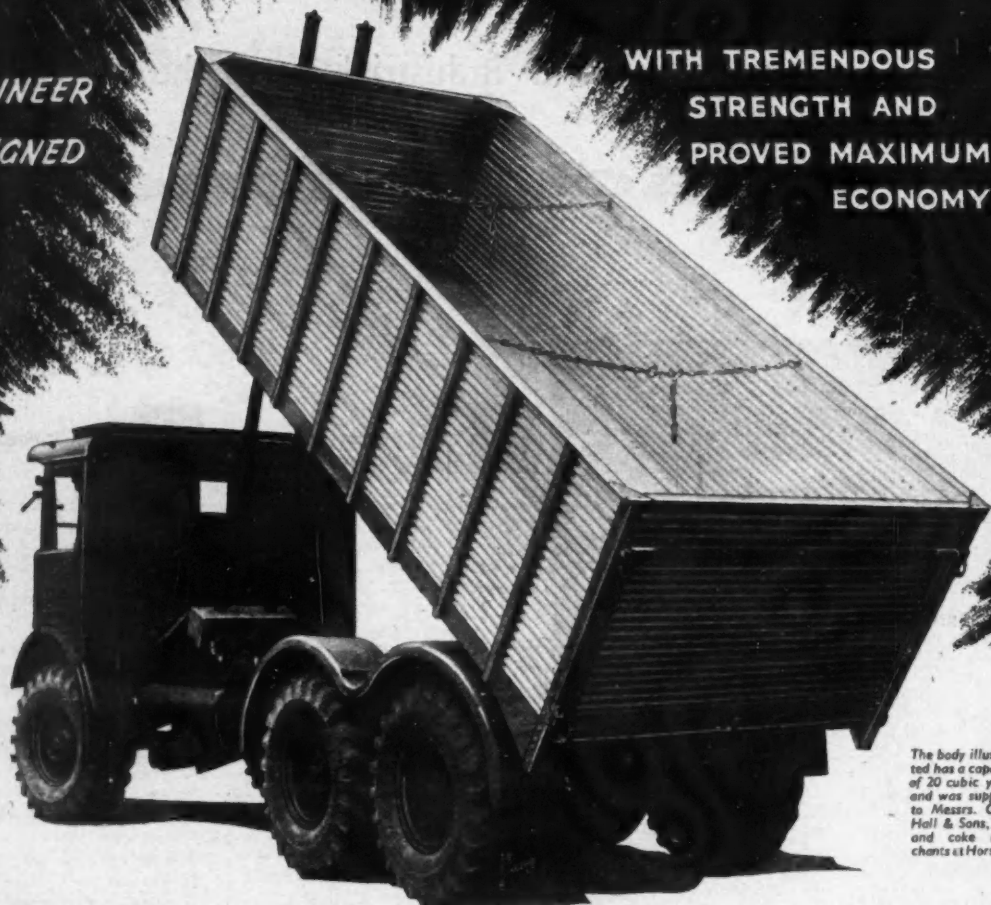




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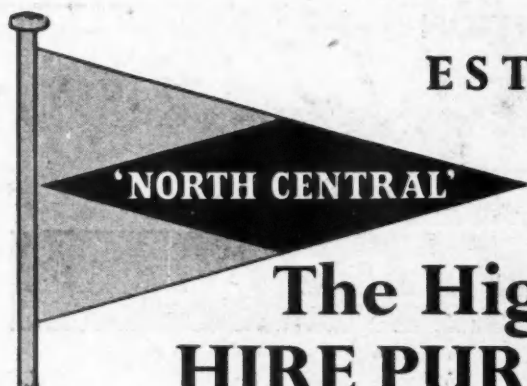
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The French and Spanish translations of specification table headings and illustration captions which have proved so helpful to overseas buyers in the past have been retained and, as in previous editions, weights and measures are quoted in both English and metric units. The colour code system provides rapid identification of the main sections and the book contains a comprehensive geographical index of manufacturers' overseas plant, agents and distributors.

11½" x 8½" 342 pages. 295 illustrations. Bound in Cloth Boards.

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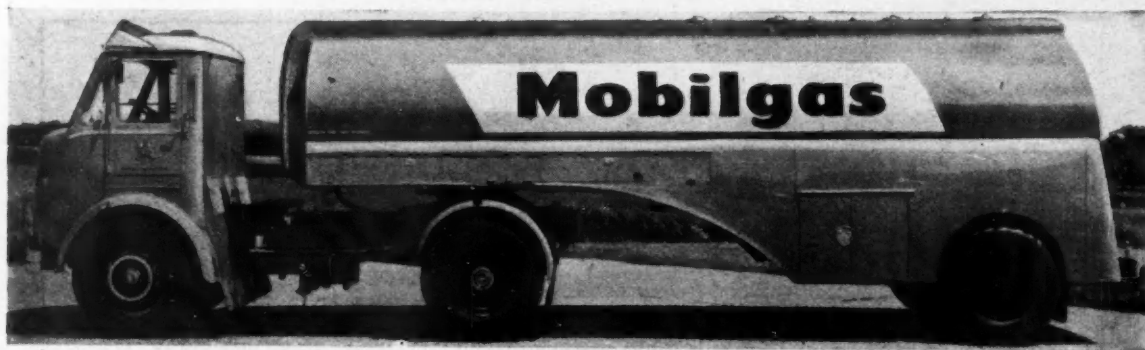
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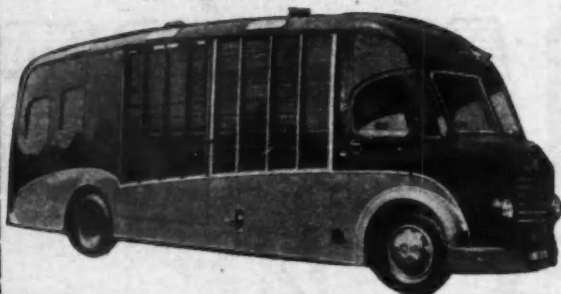
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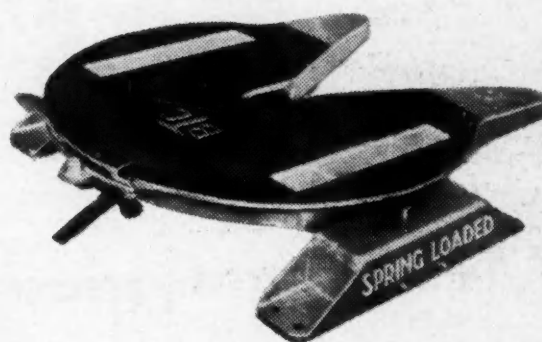
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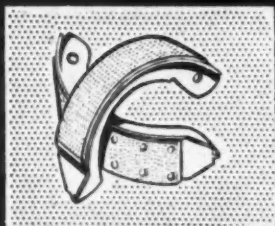
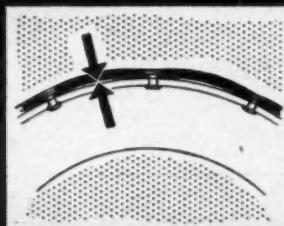
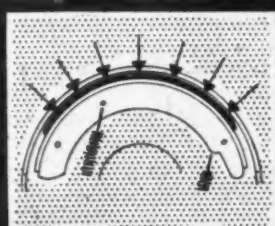

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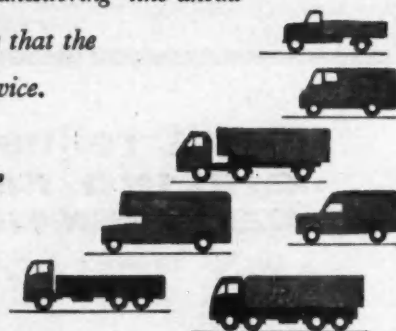
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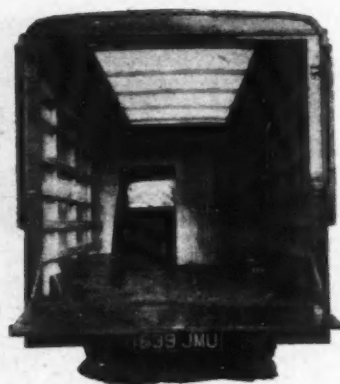


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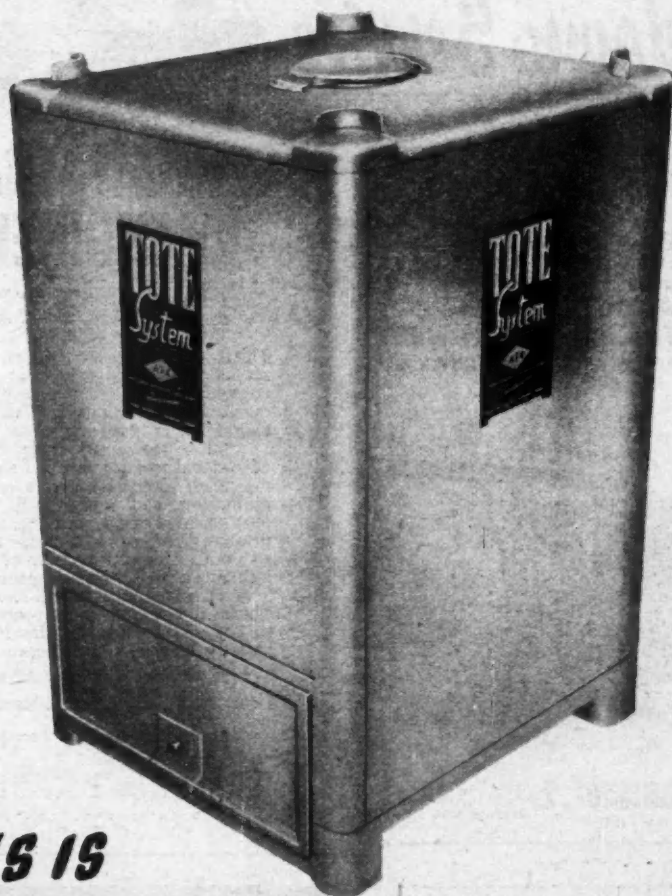
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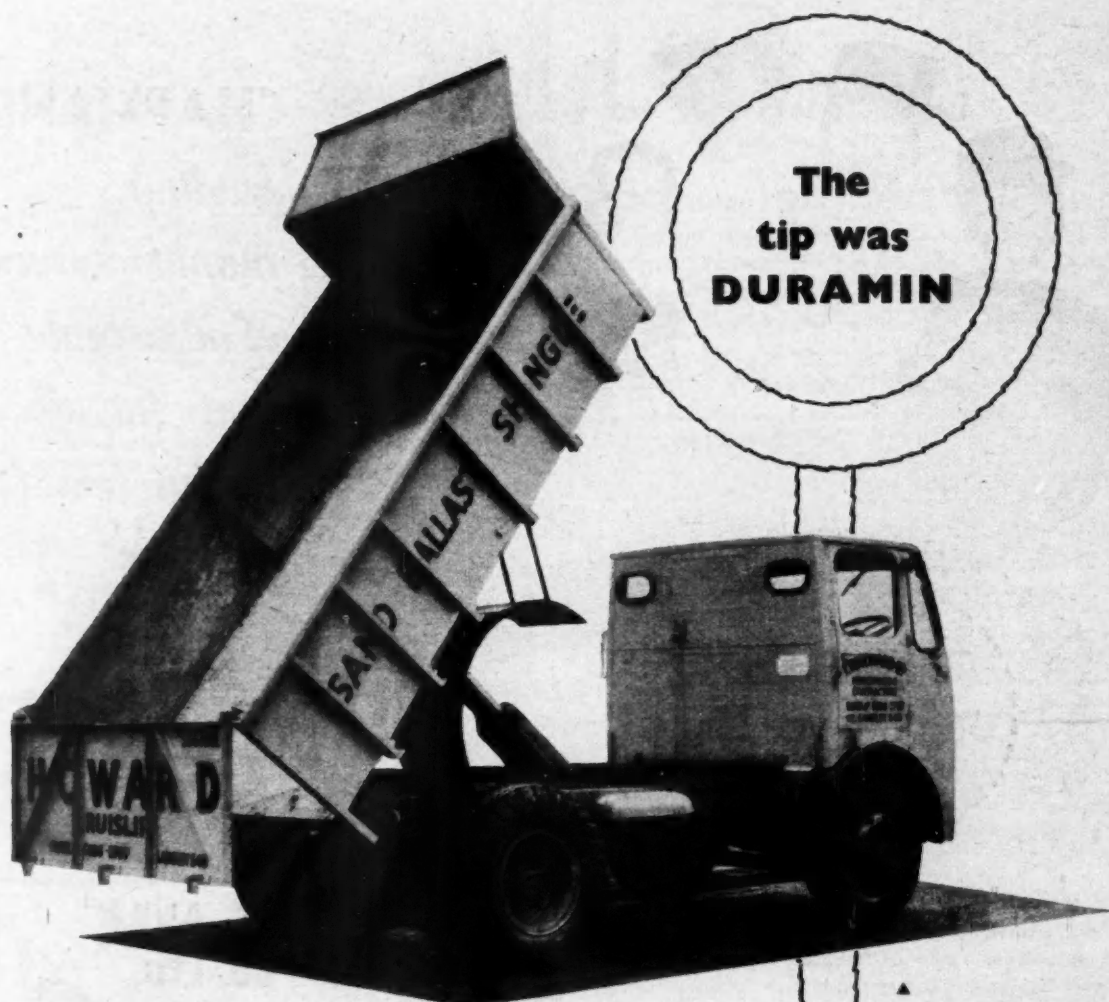
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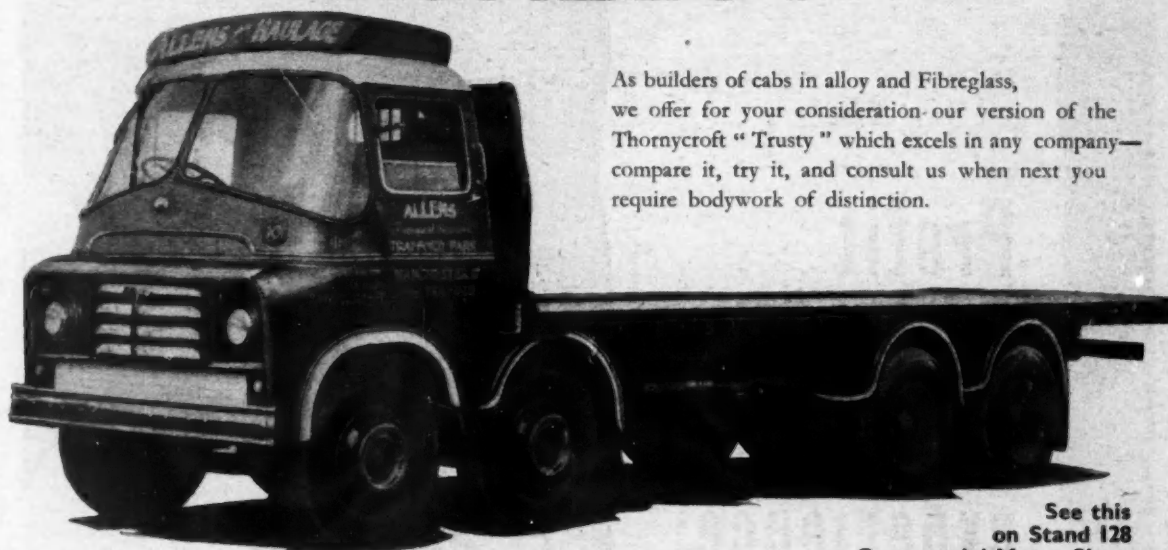
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For Future Reference

EELIMINATING rounds of the Lorry Driver of the Year Competition will close on Sunday with the event at Plymouth, and it will then be

possible to consider the experience gained this year in running local heats at 10 centres. Faults have appeared which must be eradicated before next year, when the competition is likely to be even more widespread, with, perhaps, 15 eliminating rounds.

It is a matter for regret that some of the failings of this year's contest were foreseen by *The Commercial Motor* as long ago as September 30, 1955, and should, therefore, not have occurred. It is evident that there must be a greater readiness on the part of the governing body to govern, which implies also willingness by local organizers—whose representatives form the bulk of the national committee—to accept closer discipline from above.

Rules require to be drafted with greater precision, so that they are capable of only one meaning, and must be more detailed. In particular, the clause dealing with disqualification needs to be reconsidered carefully. In its present phrasing it is open to misconstruction by over-zealous marshals and may have discouraged competitors whose failings would more appropriately have been penalized by a deduction of marks. There can be no greater deterrent to enthusiasm than complete disqualification for a technical breach in one test.

Blueprints for Tests

Another obvious need is for the exact prescription by the national committee of the dimensions of obstacles and test courses. It would not take long to prepare the information and to make blueprints, which could be circulated to all local organizers. Had this been done, there would have been no question in this year's contest of competitors being expected to do the impossible.

Local centres must be told that any test in which the time element is used for any purpose other than to decide a tie is forbidden. Operators cannot be expected to lend expensive vehicles to exercises that damage tyres and cause unnecessary stress on chassis and bodywork. Apart from this consideration, the contest is intended to promote safety, and speed trials are out of place.

Greater uniformity in marking is another requirement.

*Some of the Questions that the
Drivers' Competition Organizers
Must Settle Soon*

Ostensibly, standards are laid down in the national rules, but local variations have been imported and it has been impossible for competitors from various centres to compare marks. A study of the points lost (or gained) suggests that in some rounds the standard of driving was much higher than in others, which may not necessarily have been the case.

Disagreement Over Classification

Some of the members of the national committee and, indeed, the competitors, are dissatisfied with the present classifications of vehicles by length. It cannot be pretended that they are ideal, but to ensure complete justice for everyone would call for such a multiplicity of categories that the number of entries in each would reduce the contest to a farce. Rough justice is the most that can be expected, but Class E, which is at present for vehicles over 25 ft. long, may require some slight revision.

It takes in vehicles ranging from long-wheelbase four-wheeled pantechnicons to eight-wheeled tankers, and on the surface seems unduly to penalize certain entries. The injustice may be more apparent than real, but an improvement might be made by increasing slightly the maximum overall length in Class D.

The extent to which wheelbase influences manoeuvrability is another question for consideration. It might be possible to devise a formula which took account of both wheelbase and overall length, and to classify entries accordingly.

Since maintenance competitions were introduced as an optional feature of the event, a steady improvement in the condition of vehicles has been noted. In some centres it has now become necessary, in order to mark entrants, to take into consideration small faults that would in the past have been allowed to go unrecorded. There is, consequently, a growing opinion that the judgment of maintenance should be made an integral part of the competition, so that the widest benefits may be gained.

These are some of the problems that face the national organizers when they consider the programme for next year. The ultimate expansion of the competition may well depend on their solutions.

Blotted Copy-books

ALTHOUGH commercial-vehicle drivers are rightly regarded as the knights of the road, some of them indulge in practices that do not reflect wholly to their credit. Close-convoy driving is one of them. This is a selfish use of road space which may cause serious accidents.

Four heavy lorries driven in close formation cover about 60 yd., which means that a following vehicle, unless it possesses exceptional acceleration, requires a clear distance ahead of probably at least a quarter of a mile if it is to overtake in safety. Under present road conditions one may travel for miles before a gap of more than perhaps 100 yd. occurs in oncoming traffic, and dangerous frustration is caused. The spacing of vehicles 60 yd. apart would permit overtaking without inconvenience to anyone.

Good sense is not invariably exercised in parking at the roadside for rest periods. It is not always possible to find a lay-by, but a safe place in which to rest can

certainly be selected by using a little common sense. There is no excuse for leaving a vehicle at the roadside near or on bends or on hills where visibility is restricted.

Speeding is another matter which is beginning to attract unfavourable public comment. The report of the Road Research Laboratory for 1957 says that the proportion of heavy goods vehicles exceeding 30 m.p.h. has risen from 45 per cent. to 56 per cent. Speeds up to 50 m.p.h. by heavy vehicles now seem to be common on main roads. They are certainly not in the interests of longevity of vehicle or tyres, or of economy, and are not condoned by many operators.

If commercial-vehicle drivers wish to continue to enjoy the warm esteem in which they are generally held by the public, they must make sure that they are not guilty of thoughtlessness or flagrant law-breaking. As professional drivers they should set an example to others. Their good reputation is not lightly to be thrown away.

Passing Comments

To Consult or Not?

ARE there any good reasons why an engineering concern should engage a consultant instead of expanding their own experimental department? Can some work best be done by consultants and other work by the permanent engineers?

The fact that there are many highly successful independent consultants shows that many concerns believe that they have more "know how" than their own men, but one of the difficulties of the "independents" is to reach suitable executives in other concerns and prove to them the advantages, if any, of making use of their services. There are ethical restrictions on advertising.

There is, of course, one important factor which may help the consultant. This is the experience that he may have had in his particular line of work and which may not be at the command of those whose duties have been connected for long periods with, perhaps, only one company.

Advantages of Blown Engine Confirmed

IN the article "Operators Turn to Turbochargers," published in the May 30 issue of *The Commercial Motor*, mention was made of the Rutland coach operated by Acorn Motors, Ltd., the engine of which had been so equipped. It may be recalled that the power unit was a Meadows 4DC 330 and that this was fitted with a B.S.A. turbocharger to improve the road performance of the vehicle. Subsequently, laboratory tests were carried out by the engine makers, Henry Meadows, Ltd., to establish the improvement in output obtainable by turbocharging a similar engine, an identical type of blower being used.

In its naturally aspirated form, the engine produced 96 b.h.p. at 2,400 r.p.m., and the output was increased by turbocharging to 115 b.h.p. at 2,400 r.p.m. The maximum torque of the unblown unit was 230 lb.-ft. at 1,400 r.p.m., whilst the turbocharged engine produced 280 lb.-ft. at the same revolutions.

Tests of specific fuel consumption revealed that the consumption of the turbocharged engine was around 0.375 lb.-

b.h.p.-hr. on full load at maximum speed, which compares with 0.39 lb.-b.h.p.-hr. yielded by the normal engine. Consumption did not vary substantially throughout the speed range.

A test detail of special interest is the gain afforded by turbocharging before adjustment to the fuel rack setting to increase the pump output. Use of the blower raised the maximum output from 96 b.h.p. to 100 b.h.p., and this can be entirely credited to an improvement in combustion efficiency.

The turbocharger employed is the Type 12 model, designed to give a maximum compression-ratio of 2 to 1. In the application to the 4DC 330 unit, the intake pressure was increased to 9.9 p.s.i., which is equivalent to a ratio of 1.7 to 1.

Deodorizing Vehicles and Loads

AN interesting method of preventing contamination of susceptible loads, such as foodstuffs, has been developed by an American concern, Airkem, of New York. Problems successfully tackled by them have been contamination of vehicles and their contents by oil fuel, smoke, fish, ammonia, blood, decomposed flesh and other causes.

As regards smoke, it has been found that the particle causing odours is a tiny ball containing oils, tars, gums, water and soot, and this may or may not stain, according to the content of soot. When smoke enters a confined space, such particles are deposited on all surfaces and may find their way into every accessible crevice.

To remove and negative the odours it is necessary to introduce counteractants to all places reached by the smoke, employing vaporizing equipment. The Airkem vapours are said to follow the course of the smoke and work in two ways, physically and chemically. It has been found that when two opposing odours are smelled together, it is possible for one to cancel out the other, whilst the counteractant can carry off the particles. It also attaches itself to the same surfaces as the smoke-odour particles. The Airkem molecules are more volatile, and they work down beneath the smoke particles and release them into

the air, where they are blown away by fans or other ejectors.

Odour-countering detergents may also be used in washing areas where deep penetration is required, as in the scrubbing of vehicle floors to deodorize fish-oil spillage.

The vapour process is called "dry fogging," the vaporization being so complete that no dampness can be felt if a hand is held before the equipment.

The Last Must be First

LET us hope, says a reader, that when the Minister of Transport has in mind making regulations concerning vehicles halted at road junctions, he will also have a critical eye on those sometimes left unattended close to the gates of railway level crossings.

It is sometimes impossible to see from behind whether the driver is seated in a box van or high-loaded lorry, consequently, a long line of vehicles may join the queue behind that parked, with resulting delay and inconvenience. Usually few of the drivers behind have left sufficient room to manoeuvre in order to pass the stationary offender. Sometimes such a queue has to clear slowly from the rear end when the traffic coming from the opposite direction permits going through.

Of course, the best procedure of all would be to eliminate the level crossings. This is being done in some instances, but there are still far too many obstructing our highways.

The Progress of Refrigeration

MANY vehicles, particularly those designed for carrying foodstuffs and other perishable commodities where the climate is often hot, have refrigeration equipment. This is really a development of the refrigerators used in homes, shops and stores, and it may surprise many to know that it has taken at least a hundred years of research and applicational study to bring such aids into practical use.

It was in 1685 that Lahire discovered the refrigeration properties of sal-ammoniac, but many years elapsed before Cullon obtained refrigeration by using a pneumatic machine developing a vacuum.

In 1811 Lestre used a method in which sulphuric acid was employed, but the first refrigerator, considered as a machine, was made by Perkins, an Englishman, in 1834. This operated by the evaporation of ether in a vacuum. A little earlier Faraday had liquefied carbon dioxide in vacuum, and subsequently he was able to liquefy other gases at lower temperatures.

Liquid air was produced by Luicle in 1895, after Caillet had been successful with nitrogen and oxygen.

It was a French chemist-physicist, Gay-Lussac, who claimed absolute zero to be -273 degrees C., at which temperature the pressure of gases has a zero value. By boiling liquid helium in vacuum, it has been found possible to attain a temperature of -272 degrees C.—only one degree from absolute zero.

One Hears—

That under-park parking may be under-used if over-priced.

That Britain cannot afford waste, even if the economic situation has improved.

That S. Smith and Sons are making magnetic-powder couplings in capacities of a third to 200 lb.-ft.

That in the U.S.A. in 1907, goods vehicles were involved in only 11 per cent. of accidents, although they represented over 16 per cent. of registrations.

That on road mileage or hours of driving the accident percentage would have been even smaller.

That in 1952 the average A-licence 5-tonner moved 76 tons a week, whilst the corresponding State-owned vehicle carried only 52 tons.

That some American railways are demanding subsidies from the cities near which many of their season-ticket holders reside.

That they threaten to close stations unless city taxes on these and their approaches are removed or reduced.

That the four causes of tyre under-inflation are neglect, leaky valves, slow punctures and the use of incorrect pressure gauges.

From Mr. Geoffrey Wilson, M.P., that it is complete humbug to suggest that integration of transport was about to be achieved when the wicked Tories came into office and destroyed all the good work.

"I am late this morning because I overslept on overtime!"

That many a calendar now has a ring drawn round the date "September 26."

That Yugoslavia is producing quite a handsome touring coach in the FAP factory at Priboj.

That the day of the "small man" will not be over unless he is quashed by socialistic legislation.

That the 600 Group recently acquired an "army" of over two million of all ranks, in the form of 15 tons of antimonial lead for melting down.



"One more 'b-a-a' and back to school you go by the first bus!"

Disc Brakes, Air Springs on New Trailers

TWO of the three trailers to be shown at Earls Court next month by R. A. Dyson and Co., Ltd., will have disc brakes and air suspension. The third exhibit will be a new 60-ton self-loading semi-trailer hauled by a Leyland Buffalo EHB/5R tractor.

Another exhibit is to be a rubber-mounted suspension system for four-wheeled trailers and single-axle semi-trailers. A hydraulically actuated landing gear, for manual or power operation, will be featured also. These are all developments of outstanding importance.

A 15/17-ton Aeroride Haulmaster tandem-axle semi-trailer, 26 ft. long and 7 ft. 6 in. wide, will be featured with the air-suspension layout introduced earlier this year. This has Neoprene-covered air bags, which are resistant to oil, petrol, milk and so forth.

The suspension layout has been described before, but an innovation in the trailer specification is the use of disc brakes on both axles. These are actuated by diaphragm air cylinders—the first instance of disc brakes being air operated—and the braking system is a standard two-line installation; one pair of brakes is linked to the hand brake for parking.

New Exhibit

An entirely new exhibit will be an 8-ton four-wheeled trailer, 18 ft. long and 7 ft. 6 in. wide. Bellows-type air springs are fitted to both axles, the axles being located by rubber-bushed trailing arms and Panhard rods. Three levelling valves are employed and telescopic dampers are installed at each wheel.

The design incorporates a new anti-roll system based on the geometric layout of the assembly, and roll stiffness can be varied to suit specific conditions.

Disc brakes, fitted to all wheels, are operated by an air-hydraulic system, with separate master cylinders at each axle to promote maximum safety and efficiency. Once again, new ground is being broken

by this installation, as air-hydraulic trailer braking is a completely new departure.

A hand lever actuates the parking brakes on the rear axle, and single 10.22.5-in. tubeless tyres are fitted to all wheels.

The 60-ton semi-trailer is 35 ft. 10 in. long and 10 ft. 6 in. wide, and its heavy-duty frame is fabricated from welded rolled-steel sections. The all-steel platform has lashing shackles and stanchion sockets along each side, and a full-width 30-ton-capacity roller is carried at the rear on double-row roller bearings, which are arranged to cater for side thrust, together with four pairs of overload rollers.

Special Features

A tractor load reaction plate is built into the rear of the semi-trailer and is arranged to hinge to facilitate the servicing of the rear bogie and the removal of the inner wheels.

The front end of the semi-trailer is specially shaped to assist in ramping on to the tractor unit, which is fitted with fifth-wheel, power winch, tail roller and auxiliary ramp.

The semi-trailer bogie is of the unsprung walking-beam type, carrying four oscillating axles with eight single tyres. Drum brakes are employed, actuated by a two-line air-pressure system.

£1,370,000 to be Spent on New Buses

THE largest order for vehicles ever placed by Scottish Omnibuses, Ltd., was announced by the group on Tuesday. They are to spend £1,370,000 next year buying 288 new Bristol, A.E.C., Guy and Leyland buses. This year their buying programme amounted to £1½m.

About half the money will be spent in Scotland, where W. Alexander and Sons, Ltd., Stirling, have secured the bulk of the coachbuilding order. Coachwork will also be carried out by Eastern Coachworks, Ltd., Park Royal Bodies, Ltd., and the Northern Counties Motor and Engineering Co., Ltd.

Mr. J. Amos, chairman and managing director, added in his statement that the group would spend £250,000 on new buildings during the coming year.

PERKINS FOUR 99 ENGINE IN NEW TROJAN

A NEW chassis intended for rural bus and ambulance work, as well as for goods carrying, will be exhibited by Trojan, Ltd., at the Commercial Motor Show next month. Though basically similar to the existing forward-control model, it is interesting in having the Perkins Four 99 1.6-litre oil engine as standard equipment.

This engine, when used in this application, produces 42.3 b.h.p. at its maximum governed speed of 3,600 r.p.m. and 73 lb./ft. torque at 2,250 r.p.m. It is fitted in unit with a Trojan four-speed gearbox. The new chassis is longer and wider than the previous one and has a payload capacity of 25 cwt. It incorporates the Trojan independent trailing-arm front suspension, now fitted to all this manufacturer's chassis.

As seen at Earls Court the chassis will have a large van body. For normal goods-carrying applications the Perkins P.3(v) three-cylindered 41 b.h.p. oil engine is used.

"Work to Rule" Weapon Not Used by London Busmen

ONLY a few hours before London busmen were due to start a "work to rule" campaign, the Transport and General Workers' Union Trade Group Committee stepped in on Tuesday and ordered normal working. This move meant that the men had to ignore previous instructions issued by the Central Bus Committee, outlining the formula for working to rule.

The Trade Group Committee ruled instead that no action should be taken until they had consulted the general secretary, Mr. Frank Cousins. As this committee represents all three London Transport sections—Central London buses, trolleybuses, and country services—their decision carried more weight than that of the Central Bus Committee.

The original action was planned as a protest against a cut of 9 per cent. in services following a drop in traffic due to the strike. Before the first cuts were

made on Wednesday, 114 garages had already decided to refuse any form of co-operation with London Transport.

In a work to rule situation, responsibility for obeying the order rests with the individual, but if the majority of drivers and conductors fell into line with the plan, London's bus services would be seriously affected.

Working Curtailed

In addition to the 19 services withdrawn on Wednesday, three more will go this week-end and others will be curtailed, extended or re-routed. More economies will be made in October, November and early next year (*The Commercial Motor*, August 8).

The story of discussions on the strike by the General Council of the T.U.C. is told in their annual report issued on Monday. It reveals disagreements on policy within the T.U.C. and shows the

way in which Mr. Frank Cousins, general secretary of the T.G.W.U., changed his ground.

The day the strike started he said it was not necessary or desirable for the General Council to make a direct approach to the Minister of Labour or London Transport to encourage a resumption of negotiations and he did not ask for direct support, financial or otherwise.

After five days he approached the General Council with the suggestion that they might regard it as appropriate to accept responsibility for issuing a national appeal for funds.

The question was considered at a meeting on May 14, but was eventually adjourned until May 21, when it was agreed to sponsor an appeal. Apart from contributions sent direct to the T.G.W.U., 72 unions made gifts totalling more than £40,000.

Douglas Introduce a New 30-tonner

INCORPORATING a Leyland six-cylindred oil engine developing 220 b.h.p., a six-wheeled chassis for 30-ton loads has been introduced by Douglas Equipment, Ltd., Kingsditch Lane, Tewkesbury Road, Cheltenham. The first model has been shipped to Autocomercial, Madrid, for operation in Spain.

The vehicle is a normal-control type with a wheelbase of 22 ft., and is 32 ft. long and 8 ft. 1 in. wide. Power is transmitted through a normal clutch to a main gearbox with six forward ratios and reverse, and a two-speed auxiliary gearbox. The rear bogie has twin axles with double-reduction gears. A six-wheel-drive version of the chassis is available.

The suspension is designed for cross-country running. Steering is hydraulically assisted and the brakes are directly air-operated. The Michelin Metallic tyres are 12.00-24-in. 16-ply. Three men can be seated in the cab, which is of metal and plastics construction, and is easily removable for maintenance.

Maximum tractive effort of the vehicle is 41,200 lb. and the steepest gradient it can climb is stated to be 1 in 2.5. Maximum speed is 39.2 m.p.h.

Simms electrical equipment is fitted to the vehicle, which is known as the type DH 30/64. Two 12-v. batteries are mounted on the side of the chassis frame in a standard Douglas carrier. The tool kit includes an 8-ton hydraulic jack.

Douglas Equipment are supplying Tugmaster DC7Q aircraft tractors to Qantas Empire Airways, Ltd., Sydney, Australia, to handle Boeing 707 aircraft which weigh more than 55 tons.

The tractors will feature hydraulic transmission. The 230-b.h.p. engine provides a tractive effort of 32,000 lb. Tugmasters are 7 ft. 10 in. wide and 4 ft. 9½ in. high.

PROFIT ON PARTS CUT

IN the extremely competitive conditions ruling today, profit margins have narrowed," says Mr. C. C. Griffith, chairman of Engineering Components, Ltd., in a statement to shareholders issued on Tuesday.

He states that in the six months to June 30, the output of cars and commercial vehicles greatly increased, but the demand for replacement parts remained fairly constant. Group sales during the period increased in value by just over 11 per cent., as compared with those in 1957.

ADAMANT WORKS CLOSING

THE Luton factory of the Adamant Engineering Co., Ltd., is to close and the production of steering gear will be concentrated at their Reading works.

FUEL PRICES UP IN EIRE

PRICES of petrol and derv in Eire were increased by ¼d. a gallon on Wednesday.

Stiff Opposition to Clacton Tour Plan

SEVEN excursion operators joined British Railways, on Tuesday, in opposing an application by W. Robinson and Sons (Great Harwood), Ltd. Robinson's asked the North Western Traffic Commissioners to grant them a new seven-day tour to Clacton from Knutsford, which would replace a seven-day tour to London and Clacton.

For the company, Mr. A. Robinson said hotels were not prepared to book for less than a full week, which suited most passengers because they preferred to spend their seven days in one place. The majority did not want to stay in London at all.

Answering Mr. W. Blackhurst, for the road objectors, he agreed that Robinson's catchment area extended throughout the north-west, where the objectors had many common points, and that there were feeder services into Knutsford. He said the present tour covering London and Clacton was originally granted for London and Felixstowe, but there were difficulties with hotels after only one season of operation.

Mr. Blackhurst represented Yelloway Motor Services, Ltd.; Scout Motor Services, Ltd.; W. C. Standerwick, Ltd.; Ribble Motor Services, Ltd.; Premier Travel, Ltd.; Batty-Holt Touring Services, Ltd.; and Smith's Tours (Wigan), Ltd. He said fantail tours providing fully organized holidays were a serious matter for people operating express services from Lancashire to Clacton via London. Mr. Robinson claimed that this sort of operation could never be direct competition, but the objectors did not accept his view.

Mr. J. Lainson, managing director of Premier Travel, said his company were developing an express service to Clacton which linked up with Yelloway's Lancashire services. It was one of their mainstays, subsidizing unremunerative stage operations, and they were apprehensive about any encroachment.

The hearing was continued on Wednesday.

L.T.E. EXPLAIN CUTS

NEW posters were issued by London Transport, on Wednesday, dealing with reductions in bus services. Headed "Your Bus Services," they explained why cuts were being made and pointed out that the money saved would help the L.T.E. to keep full services running where they were most needed.

"On some routes the demand for buses is steady or rising, on others it is falling," the posters stated. "It is the constant task of London Transport to gauge as accurately as possible its passengers' requirements."

RADIO FOR INVINCIBLES

SPECIALY designed to suit the interior design of the new Invincible range, an Ekco car radio has been approved as an optional extra by Guy Motors, Ltd. The set covers medium and long waves and costs £21.

Two Bus Strikes are Called Off

A THREATENED strike by 400 busmen employed by the Eastern National Omnibus Co., Ltd., has been called off now that one of their colleagues has paid a fine imposed by the local branch of the Transport and General Workers' Union. The man had been penalized for driving over the boundaries imposed by the Union during the London bus strike, but at first he refused to pay the fine.

Late last Friday night other busmen were persuaded by Union officials to keep working until Wednesday, which was the deadline for the money to be paid. Meanwhile, Union leaders talked to the driver and promised him a fair hearing if he would pay the fine and then appeal to a regional committee. He agreed and plans for the stoppage were scrapped.

At Southend, where corporation buses run many routes jointly with Eastern National, corporation busmen stopped work last Saturday after a midnight protest meeting over summer schedules. They threatened to strike every Saturday, but Union officials in London said this week that there would probably be no more trouble after a meeting with the general manager yesterday.

RURAL BUS OPERATOR GIVES UP BUSINESS

A RURAL bus service which has been operated in Northumberland for the past eight years by Mr. James Batty, Morpeth, is to be completely withdrawn. Mr. Batty had three vehicles, and his business was one of those mentioned in a report on rural transport in mid-Northumberland which was compiled last year and sent to the Minister of Transport.

The report said Mr. Batty covered several routes to the west of Morpeth but had lost money on an increasing scale since 1953. In that year he carried 89,999 passengers, but by 1956 this figure had dropped to 80,006. In the same period his stage mileage was reduced from 63,411 to 60,856. Although costs increased from 1s. 1½d. to 1s. 3½d. a mile, revenue was static at 11d.

Mr. Batty claims that he has had to close his business because of the fuel tax and competition from private hire concerns. His decision will leave a wide area without public transport, for British Railways closed a branch line in the district five years ago.

IN U.S.A. FOR PERKINS

THE resident representative in Central America and the Caribbean for F. Perkins, Ltd., Mr. P. W. Percy, is to be based in future in the U.S.A. instead of Jamaica. He will then begin representing F. Perkins (Canada), Ltd., in the southern states of the U.S.A.

Mr. Percy, who has been with the company for five years, leaves Britain this month after a holiday, and will first tour Toronto, the U.S.A. and Central America.

Large-scale Bus Revisions at Bristol Planned for Next Month

ONE of the biggest bus revisions ever to take place in a single day will come into operation at Bristol, on September 21, if the Western Traffic Commissioners agree to proposals by the Bristol Omnibus Co., Ltd. At a public inquiry on September 1 the company will put forward 55 applications for diverting country routes within the city boundaries, withdrawing some city services, and re-routing others.

Their case will be argued by Mr. T. D. Corpe, Bristol's Clerk of the Peace. Originally there were two objections to country bus changes from local authorities, but it is understood that these will not be proceeded with at the hearing. If the Commissioners agree, the revisions will coincide with the opening of the company's new bus station.

Mr. C. R. Buckley, traffic manager, said the object of the proposals was to draw constant streams of traffic away from the city centre. Buses on country services would by-pass the most congested areas, whilst the cross-city link would be diverted.

There are no proposals for new country services and none of these will be withdrawn. The objections, by Street Urban District Council and Kingswood Urban District Council, referred to changes on the Bristol-Street and Kingswood-Warmley-Fitton routes.

The new bus station is to be officially opened by the Lord Mayor of Bristol.

R.H.A. CONFERENCE RECORD

A RECORD attendance for the Road Haulage Association's annual conference at Torquay from October 13-15 is promised. Although the room at the Palace Hotel at which the banquet is to be held can seat 550 people, all the accommodation has already been sold. Bookings for the conference can, however, still be accepted.

£11m. Contracts for Forth Road Bridge

CONTRACTS totalling nearly £11m. for the first two stages of the construction of the Forth road bridge were signed last Friday. Work will start within a fortnight. The tenders have to be approved by the Secretary of State for Scotland.

The first stage comprises the construction of the foundations, anchorages of the main cables of the suspension bridge, and the two side towers, at a cost of £2.25m. This will be followed by the construction of the bridge itself, at a cost of £8.66m.

The bridge, which will be the largest of its kind outside America, will have a main span of 3,300 ft. There will be two 24-ft. carriageways, as well as cycle tracks and footpaths. More than 30,000 tons of steel will be required.

Contracts worth more than £5.5m. for the construction of the approach viaducts and the 12 miles of approach roads have yet to be let.

Some 70 per cent. of the total cost of the bridge must be recovered by tolls.

OBITUARY

WE regret to record the death of Mr. THOMAS KERSHAW.

Mr. Kershaw, who was 58, was a director of Wilson and Stockall, Ltd., bodybuilders. Bury.

Men in the News

MR. GORDON G. LAW has succeeded Mr. N. JONES as secretary of H. and J. Quick, Ltd.

MR. R. J. TRISTRAM has been appointed technical representative of the Moss Gear Co., Ltd.

MR. A. D. WALSH has been appointed sales secretary to Pirelli, Ltd. He will be based at Burton-on-Trent.

MR. T. U. LAMB has joined Smith's Delivery Vehicles, Ltd., as industrial artist and design consultant.

CLLR. G. D. C. ROSE, managing director of Central Garage, Ltd., Leeds and Bradford, has been made a Bradford J.P.

MR. J. F. BRODIE, operations manager on the north-east coast for Shell-Mex and B.P., Ltd., is to retire. He has been with the company for 35 years. Mr. W. B. GODDEN, labour relations co-ordinator, who joined Shell-Mex 31 years ago, will succeed him.

MR. A. R. W. MURRAY, executive director and secretary of three companies controlled by Automotive Products Associated, Ltd., has now been made secretary of the holding company. Mr. B. G. L. JACKMAN becomes an executive director of the Lockheed Hydraulic Brake Co., Ltd., whilst Mr. C. WEBSTER is appointed executive director in charge of exports for the Automotive Products Co., Ltd.

LORRY DRIVERS FEAR PARKING METERS

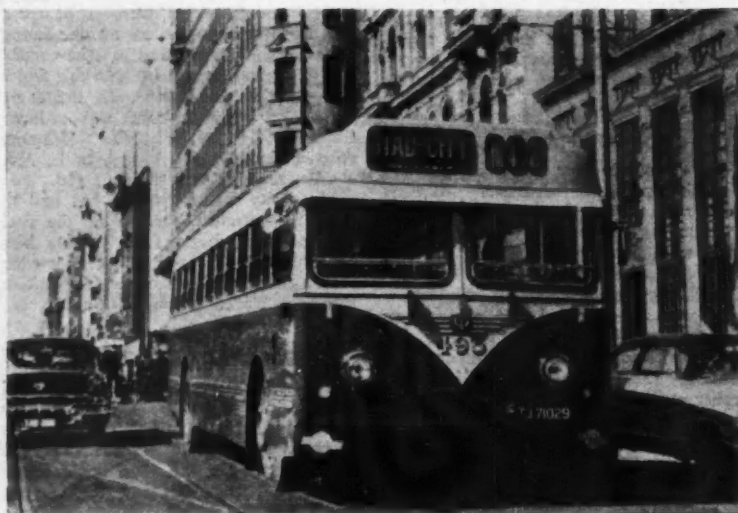
MANY lorry drivers do not seem to realize that they can ignore May-fair's parking meters when loading or unloading their vehicles, according to Mr. R. E. G. Brown, London secretary of the Traders' Road Transport Association. In the Association's current news-letter, Mr. Brown says Westminster City Council are opposed to "double-banking," which has been taking place while there were vacant parking places.

The council have drawn the Association's attention to the fact that any parking bay may be used for loading or unloading without charge for up to 20 minutes, and on "no waiting" kerbs, goods vehicles can load or unload without a time limit before 11 a.m., and for up to 20 minutes afterwards.

MORE SPENDING ON ROADS

CANADA is expected to spend £87½m. on building and maintaining roads during the year, 1958-59, compared with £76m. in the last financial year. About two-thirds of the total expenditure will be on new highways and bridges.

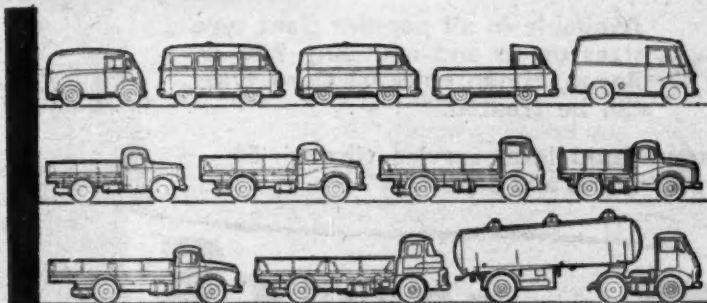
India is also planning increased spending on roads. During the Second Plan period, the Indian Government will pay an extra £142½m. in developing the road system, on top of the £4,035m. already allocated for this purpose. Half the additional money will provide new express highways.



An oversize Leyland-M.C.W. Olympic, operated by Johannesburg Municipal Transport. Built by Bus Bodies (S.A.), Ltd., Port Elizabeth, in collaboration with the Leyland and M.C.W. concerns, the vehicle incorporates Leyland Worldmaster running components.



Top gear on metalled roads is one thing; mud plugging on building sites is something else again. I need vehicles that can cope with either and, by Morris, I've got 'em! Truck or tipper, they take a beating twenty times a day, but they always come back for more. That's Morris toughness for you!



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10 cwt., 1, 1½ and 2 ton vans, J2 van, pick-up and minibus, 1½, 2, 2½, 4, 5 and 7 ton trucks, 5 and 7 ton tippers. Also prime movers. Forward or normal control, petrol or diesel engines.



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Semi-trailer Has Air Springs, Rear Steering

A 15-TON semi-trailer incorporating automatically steered rear wheels will be exhibited by Taskers of Andover (1932), Ltd., at the Commercial Motor Show.

Its bogie consists of two oscillating axles mounted side by side on semi-elliptic springs. The spring hangers are carried on ball-bearing turntables, the two turntables being interconnected by a track-rod. Any prime mover fitted with a standard S.A.E. fifth-wheel coupling may be used with the semi-trailer without modification.

The bogie is steered by changes in the angular movement of the tractor and semi-trailer through the normal king-pin and a spring-loaded tapered block on the semi-trailer which engages with the wedge-shaped opening in the bottom half of the fifth-wheel coupling. The block rotates with the coupling and this movement is transferred to one of the interconnected turntables by mechanical linkages, thus turning the rear axles. Normal coupling and uncoupling of the semi-trailer are unaffected by the steering mechanism.

Another exhibit will be a 15-ton straight-frame semi-trailer with air suspension. The bogie of this semi-trailer also employs twin side-by-side oscillating axles swivelling on beams mounted at their forward ends in rubber bushes and controlled at the rear by cylindrical air springs operating inside metal cylinders. Telescopic shock absorbers are used and the normal type of height-control and levelling valve is fitted.

FEWER TROLLEYBUSES, SO DEARER ELECTRICITY?

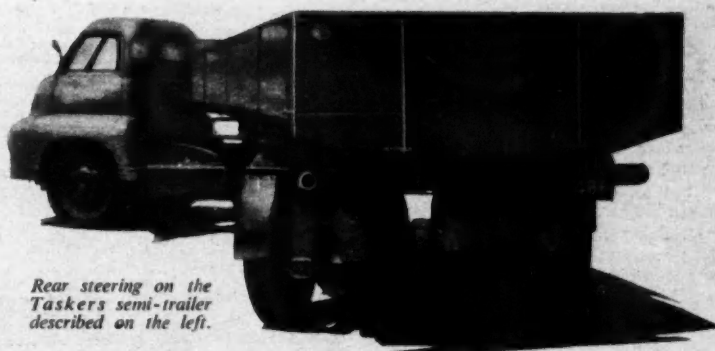
A WARNING that electricity charges may go up if Belfast Corporation continue to cut their trolleybus services is given in the annual report of the city electricity department's general manager, Mr. R. P. Watson. He points out that in the last six years consumption for trolleybuses has dropped by nearly a third.

These vehicles were "the cheapest form of public transport," and it had to be borne in mind that special plant had been installed to keep them supplied with current. If they were gradually eliminated, the inevitable repercussion would be higher electricity charges for the transport department and for the public generally.

In reply, Mr. J. Mackle, general manager of the undertaking, has said it is not the policy to reduce trolleybuses, but the fall in passengers had to be matched by reduced services. He could not agree that they were the cheapest form of transport and did not see that the cost of special equipment entered into the matter, as the transport department bore the interest and loan charges for it.

AMSTERDAM SHOW DATE

THE 1959 Amsterdam Commercial Vehicle Show opens on February 5, 1959, and closes on February 14.



Rear steering on the Taskers semi-trailer described on the left.

"Appalling" Outsize Loads Being Inflicted on Public—Authority

THE need for abnormal and indivisible loads to be carried in the safest possible manner was emphasized last week by Mr. J. A. T. Hanlon, Northern Licensing Authority, in granting an application of Sunter Bros., Ltd., Northallerton. They sought to substitute an 18-ton tractor for a 12-ton unit on A licence (*The Commercial Motor*, August 8).

The effect of the grant is that a Rotinoff tractor with a 250-b.h.p. engine will replace a Scammell of the same engine capacity and horse-power granted last January.

Mr. Hanlon said he was satisfied of the need for a powerful six-wheeled tractor for the safer handling, particularly in hilly districts, of large indivisible loads. "These, unfortunately, have to be moved by road in apparently greater numbers and greater sizes, if not greater weights, than ever before," he said. Sunter's had told him that the most suitable tractor was the Rotinoff Atlantic, strengthened and fitted with a more

powerful winch, which was heavier than the Scammell.

The Rotinoff appeared to be capable of handling the abnormal loads they carried in the safest and surest possible way, and seemed the most up-to-date vehicle of its kind.

"It seems obviously safer to me to have a six-wheeled heavier tractor for this purpose, so long as these loads have to be carried on the roads," Mr. Hanlon remarked. "I suppose it is not for me to say anything about this, but it does seem appalling to me the size of some of the loads that are encountered these days. But as long as they are carried within the law then it is not for me to comment."

"I merely have to administer the law as I see it, and as long as these loads are inflicted on the motoring public on the roads of this country, it is quite obvious to me that they have got to be carried in the safest possible way, particularly in hilly districts and in difficult circumstances."

Coach Operators Talk of "Spite"

BY applying for period returns to Llandudno, Rhyl and Morecambe, P. W. Prestwich, Ltd., Manchester, were merely trying to spite a rival operator, F. H. Dean, Ltd., the North Western Traffic Commissioners were told last week. The allegation was made by Mr. H. Backhouse, for four road objectors, who pointed out that last April Dean's were granted similar facilities despite Prestwich's opposition.

For the applicants, Mr. A. E. Whitehead refuted the suggestion, claiming that

customers were demanding more variety. Mr. J. Hoyle, managing director, said they had received hundreds of requests for these facilities, and wanted to be in the same position as their competitors. Two booking agents said the public would benefit.

Mr. Backhouse submitted that these agents had probably counted casual inquiries as serious requests for more facilities. He was supported by Mr. T. B. Atkinson, for British Railways, who contended that no real customer need had been made out. For Ribbles Motor Services, Ltd., and the North Western Road Car Co., Ltd., Mr. J. Green urged that competition should not be deliberately increased.

Mr. Whitehead replied that the demand for the facilities justified a grant. He had not considered it necessary to produce customer evidence in such a case.

Mr. F. Williamson, chairman, said the Commissioners had no choice but to refuse the application. They would, however, grant 12 new day excursions.

DEATH OF MR. J. G. DAY

IT is with regret that we record the death of Mr. JAMES G. DAY on August 14 at his Finchley home. He was 74.

Jimmy Day joined Temple Press in April, 1907, as assistant to the general manager, the late Mr. Ernest Perman. Subsequently he was for many years the company's business manager, and became director and general manager in 1944, which position he held until his retirement in 1949.

B.C.N. Traffic Down 10%: Surplus in View

COMPETITION from private transport, television, another wet summer and an influenza epidemic combined last year to reduce Burnley, Colne and Nelson Joint Transport Committee's bus traffic by nearly 10 per cent. The number of passengers carried declined by almost 5m.

Declining traffic and increased operating costs caused the likelihood of a loss of about £50,000 on the year's working, says Mr. G. Parry, general manager, in his annual report. The contingency was met by raising fares, reducing services and introducing one-man buses in the Nelson area. The result was a loss of only £6,145.

Mr. Parry hopes the undertaking will pay its way and leave a small surplus in the immediate future. He points out, however, that public road passenger transport is still shrinking and every effort must be continued to reduce costs.

All local services in Nelson are now being operated by one-man buses. Trials with them have also taken place in Colne. The entrances of 13 buses have been moved from the rear to the front. Electrically operated doors have been provided, and the cabs have been modified so that passengers can pay the driver.

Six 44-seat one-man buses and two more 72-seat double-deckers with front entrances are to be delivered later this year.

[See "Profit and Loss," this page.]

LEIGH BUSES MAKE £1,750 PROFIT

DESPITE a big fall in traffic, Leigh Corporation buses made a profit of £1,750 during the past financial year, Cllr. S. Jones, chairman of the transport committee, reported last week. He said the number of passengers dropped from 17,363,649 to 16,103,712, which followed the general trend of falling traffic since 1951.

Income from all sources fell by £7,623, whilst expenditure rose by £4,585. However, vehicles ran 106,298 fewer miles, which saved more than 7,000 gal. of fuel. Cllr. Jones said that five years ago the transport department had an outstanding debt of £25,000, but this had now been reduced to £2,916, and it was hoped that before long it would be wiped out altogether.

FUTURE OUTLOOK BLEAK

UNLESS there is a great improvement in income or a large saving in expenditure, the general rate fund may have to provide substantial sums to meet future deficiencies of West Bridgford Transport Department. This warning is given by Mr. L. C. Harrison, general manager, and Mr. G. W. Baggeley, treasurer, in their annual report. Present estimates show that there will be a loss of £1,470 during the current year.

The report stresses the need to provide a substantial reserve fund.

[See "Profit and Loss," this page.]

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PROFIT AND LOSS

West Bridgford Transport Department, £3,050 loss. Total expenditure £94,580 (29.22d. per bus-mile); total revenue £91,530 (28.28d. per bus-mile). Passengers 6m. Mileage 776,889.

Burnley, Colne and Nelson Joint Transport Committee, £6,145 loss after loan and capital charges of £34,297. Total working expenses £637,567 (34.746d. per bus-mile); total income £672,629 (36.657d. per bus-mile). Mileage 4.4m. Passengers 45.75m.

Ashton-under-Lyne Transport Department, trolleybuses, total working expenses £100,599 (33.382d. per vehicle-mile); total income £120,172 (39.493d. per vehicle-mile). Motorbuses, total working expenses £177,814 (38.083d. per bus-mile); total income £183,768 (39.358d. per bus-mile). Combined total income, including through and inter-operation with other undertakings, £299,278 (39.843d. per bus-mile); total working expenses £277,425 (36.933d. per bus-mile). After £24,729 loan and interest charges and balance of through and inter-operation, £1,610 loss. Mileage, trolleybuses 722,955; motorbuses, 1.12m.; total 1.84m. Passengers: trolleybuses 12.22m.; motorbuses 18.86m.; total 31.08m.

B.M.C. Hit New Record in Production

THE highest number of vehicles ever produced in one year by a British or European manufacturer was recorded by the British Motor Corporation in the financial year ended July 31. This was reported last week by the chairman, Sir Leonard Lord. He said the figure of 504,712 vehicles produced by the corporation was 65,000 higher than in 1956-57.

Export deliveries went up by 16 per cent., and the increase in trade with dollar markets was "spectacular." For the first time the U.S.A. had taken more B.M.C. vehicles than Australia and, in all, the corporation had earned 75m. dollars from American sources.

Almost every country in the world—including several behind the Iron Curtain—was now a B.M.C. customer, with Australia, South Africa, Canada and New Zealand following the U.S.A. as the major markets.

Micrograms . . .

New Address: The Astley Industrial Trust, Ltd., have changed their address to Pearl Chambers, East Parade, Leeds, 1.

Ideas Pay: A sum of £1,400 was paid last year by London Transport to more than 700 members of the staff who put forward ideas.

Headquarters Moved: The address of the Diesel Engineers' and Users' Association has been changed to 18 London Street, London, E.C.3.

I.C.I. Exhibition: Many articles used in the automotive industry will be displayed by I.C.I. Ltd., at exhibitions in Birmingham, Cardiff and Glasgow during September and October.

Car Hire Centre: The J. Davy Group are to open a new car hire centre next month at Cricklewood, London, N.W.2. This is the third new depot to be announced in the past five weeks.

Pirelli Stockists: A full range of Pirelli products is now available from Norwich Distributors, Ltd., Barrack Street, Norwich, and Summerhill Way, Pinhoe Trading Estate, Exeter.

Demand Drops: Registrations of new commercial vehicles in the Federation of Rhodesia and Nyasaland dropped from the record figure of 3,361 in the second half of last year to 2,428 in the first six months of this year.

Land-Rover Show: Some 35 Land-Rovers with a variety of special equipment will be displayed at an exhibition to be held at the London depot of the Rover Co., Ltd., Seagrave Road, Fulham, S.W.6, during the period of the Commercial Motor Show.

Revenue from Higher Fares Falls Short

ADDITIONAL income from higher fares introduced by Ashton-under-Lyne Corporation last October, fell far short of the estimate, which allowed for an average diminution in passenger receipts of 4.15 per cent., says Mr. T. P. O'Donnell, general manager, in his annual report.

This unfavourable situation is not attributed entirely to passenger resistance to higher fares. Private transport and television are also blamed.

The outbreak of Asian influenza caused payments for sickness to increase from £2,966 in 1956-57 to £4,727 in 1957-58, representing a rise from £11 5s. to £18 14s. 10d. per eligible employee.

During the past five years, the average fuel-consumption rate of the buses has improved from 8.56 m.p.g. to 9.49 m.p.g. Mileage last year was reduced by slightly less than 1 per cent., but was economically advantageous. A loss on the year's working of £1,610 raised the cumulative deficit to £27,189.

At the end of the year, the corporation had 21 double-deck trolleybuses and 47 motorbuses, all but one of which were double-deckers.

[See "Profit and Loss," this page.]

TIMKEN EXPORT TALKS

NEXT week more than 100 sales and technical representatives of British Timken, Ltd., are to meet in Coventry to discuss export prospects. Visits will be paid to the company's factories, to the Fischer Bearings Co., Ltd., a subsidiary, and to the Standard Motor Co., Ltd., and the Birmingham Railway Carriage and Wagon Co., Ltd.

New London Office: Stein Atkinson Vickers Hydraulics, Ltd., will move their London office on August 30 to 197 Knightsbridge, S.W.7.

New Haulage Depot: Plans have been prepared by Wm. Bridge, Ltd., York hauliers, for warehouse and office space in Stockton-on-Tees covering 18,000 sq. ft.

Visit to Airport: Members of the Berks, Bucks, and Oxon Section of the Institute of Transport are to visit London Airport on September 4, for their annual outing.

Indian Transport Move: Three new transport bodies have been set up in India to ensure that proper co-ordination exists between operators and the Government.

Firestone in Portugal: The American Firestone company is to build a tyre factory near Lisbon. Firestone tyres at present used in Portugal are imported mainly from Britain.

Popular Booklet: A booklet telling the story of the Liverpool Transport Undertaking—"The First 60 Years"—has proved so popular that another 1,500 copies are to be printed.

Simms in Leeds: Work on new Leeds premises for Simms Motor Units, Ltd., is to start shortly. The depot will cover 7,500 sq. ft., and will probably be ready for use some time next year.

Garage Taken Over: Arthur Holland, Ltd., confectionery manufacturers, have taken over the 30,000-sq. ft. service station at Scarisbrick (Lancs) formerly occupied by Bambers Motor Works. Holland's will house their own vehicles there.

"Bonus Scheme Meant Slower Work"

FOLLOWING talks between Dundee Transport Committee and union representatives, it was hoped that there would now be some peace in the city's transport department, Cllr. Harry Dickson, transport convenor, stated last week.

In a report to the committee he said the general manager, Mr. W. L. Russell, had complained of bad workmanship and lack of discipline in the workshops, which had resulted in higher expenditure through wastage of materials. Mr. Russell had also pointed out that since the introduction of a bonus scheme the men were taking longer than ever to do various jobs, yet they strongly resisted any economies.

Cllr. Dickson said Mr. Russell had agreed to withdraw his remarks about discipline and bad workmanship provided these subjects were discussed at workshop level. The committee were to be asked to look into the question of the bonus scheme.

DUNDEE SEEKS REMEDY FOR BUS TROUBLES

ALTHOUGH Dundee Transport Department faces an estimated deficit of £14,327 next year, the remedy is unlikely to be sought in higher fares. This was stated by Mr. W. O'Neill, city treasurer, at last week's "budget" meeting of the transport committee, when he pointed out that any fare increases would automatically lead to a decrease in traffic.

He recalled that last October's fare revisions were expected to yield £80,000, but additional revenue amounted to only £62,000. However, some scheme for balancing income and expenditure would have to be worked out.

After the meeting, Cllr. H. Dickson, transport convenor, said they would have to look for economies on routes that obviously had too many vehicles compared with the passenger potential.

BUS OUTLOOK DISMAL

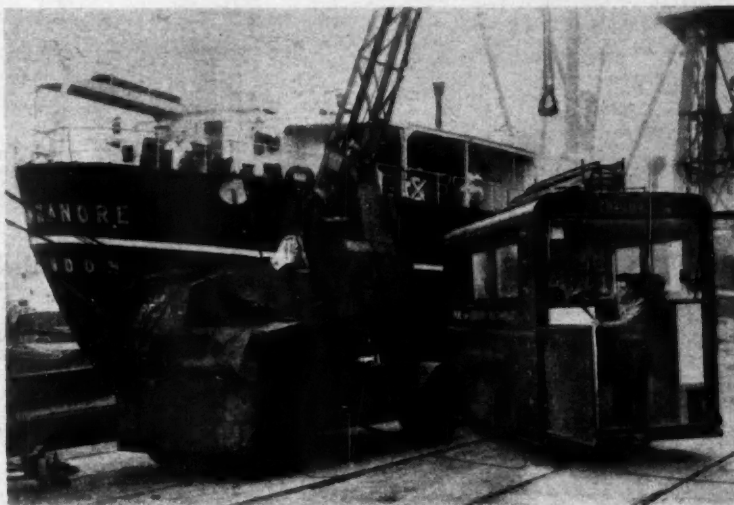
THE affairs of Glasgow Transport Department took a turn for the worse last year, the corporation were told last week by Mr. J. Johnston, city treasurer. He said there was a deficit of £261,000 compared with a surplus of £209,000 the previous year, and the situation required attention not only from the transport committee but from the corporation as a whole.

Mr. Johnston said he proposed to arrange for talks on the position between the transport and the finance committees.

DROP IN DEMAND

BECAUSE of the shrinking demand for heavy commercial vehicles, Kirkstall Forge Engineering, Ltd., have so far been unable to make full use of the increased capacity which their big development scheme has made available, says Mr. R. F. Butler, chairman.

The immediate future is uncertain, but the directors believe that in time it will be possible to take full advantage of the development work.



Seen at work in the docks, this Morrison Electricar, which is described below, was built to the requirements of the Port of London Authority. It carries a fully equipped repair team and has been fitted out as a mobile electrical workshop.

Meat Haulier Fined £10 for Smoking

A FINE of £10 was imposed at Bristol last week, on a meat haulier, Morris George Langford, Queen's Road, Knowle, Bristol, for smoking while handling food. Langford, who pleaded not guilty, was also accused of wearing dirty clothing while delivering meat, but this charge was dismissed.

Mr. F. Boddy, public health inspector, said he saw Langford climb out of the back of his meat van with a small cigar in his mouth and go into a shop. His suit was covered with grease.

In court, Langford said he changed his overalls once a week, and did not smoke until he had finished delivering, although sometimes he had a cigar behind his ear.

MUNICIPAL OPPORTUNITIES

Warrington Borough Council require a Lacre sweeper.

Electwood Corporation are to buy a Dennis guilly-emptier.

Gosport Corporation are advised to buy an S.D. refuse collector.

Rugby Town Council are to buy an Austin 152 van from Sam Robbins, Ltd.

Middlesex Fire Brigade Committee recommend that four Dennis fire appliances be ordered.

Oxford City Council are to acquire two Karrier Gamecock refuse collectors from G. R. Hartwell, Ltd.

Caterham and Warrington Urban District Council require a tipper, an Austin A35 van and two refuse collectors.

Eccles Borough Council are recommended to purchase an S.D. refuse collector, also a Bedford lorry from Hill's Garages.

Doncaster Town Council are recommended to buy a Thames-Rawlinson tower wagon from E. and C. Charlesworth, Ltd.

Durham County Council are to buy nine Thames tippers from Furlongs, Ltd., and two Commer vehicles and eight Karrier Bantam tippers from Minorities Garages, Ltd.

Great Yarmouth Watch Committee recommend that Carmichael and Sons (Worcester), Ltd., should supply a fire appliance. The highways committee require three 4-tonners. The parks committee wish to buy a Thames 1½-tonner from Pertwee and Back, Ltd.

Glasgow Housing Committee seek to buy an Irion Kestrel fork-lift truck from Millburn Motors, Ltd. The transport committee wish to acquire a Thames van from George and Jobling, Ltd. The stationery committee propose to purchase a Commer 1½-ton van from Armour Motors (Glasgow), Ltd.

Morrison Electricar Keeps Ships Moving

BELIEVED to be the first vehicle of its kind in operation, a Morrison Electricar has been delivered to the Port of London Authority fitted out as a mobile electrical workshop. It can transport a fully equipped repair team to breakdowns anywhere in the Royal Group of three large dock systems.

The 30-cwt. long-wheelbase chassis had its workshop body constructed by F. G. Smith (Motors), Ltd., Goodmayes, to the requirements of the P.L.A. Aluminium sheet provides the body skin, and framing is of seasoned hardwood, with an interior lining of plywood. The floor is unbroken by wheel-arches, and the rear end is dropped to form a well.

At the front of the body is a separate stores compartment with a single door to the nearside. The cab will accommodate three people, including the driver.

"SORRY" MAY BE ADMISSION IN TRAFFIC CASES

AN analysis by solicitors acting on behalf of members of the Automobile Association summoned for minor traffic offences shows that one in six says, "I'm sorry," when stopped by a policeman for the alleged offence.

The apology, intended as a spontaneous expression of regret at causing inconvenience, appears on the police statement of facts required by the courts. Members have thought that, to a magistrate, the words might imply guilt.

Another aspect of the new "rubber-stamp" operation of the Magistrates' Court Act indicates a frequent lack of accuracy in essential detail. Cases have come to notice in which a defendant's name has been mis-spelt on the statement of facts, registration numbers have been wrongly quoted, and even the colour of a vehicle has not been given correctly.



This 450-ft.-long Le Tourneau transporter runs on what are stated to be the largest tyres in the world. Each of the 52 wheels is driven by an electric motor, and nuclear propulsion may eventually be applied.

Lorry Drivers May Join Safety League

A SECTION of the Finchley League of Safe Drivers has been formed for drivers of heavy goods vehicles. The object of the League is to promote safety by requiring that members shall reach and maintain a high standard of driving skill. They are required to prove their knowledge of the Highway Code and maintenance procedure, and are given driving tests with an annual refresher.

Entry fee is £1 1s. This covers the first driving test, whilst the fee for the annual refresher is 10s. 6d. Mrs. L. Duncan, organizing secretary, reports that several local operators and drivers have shown interest. Applications may be made to her at Finchley Municipal Offices, East End Road, London, N.3.

BUSMEN VOTE AGAINST PROTEST STRIKES

BY a narrow majority, Doncaster trolleybus crews last week voted against strike action as a protest over running times. Instead, they agreed to accept a compromise by the general manager, Mr. T. Bamford, on the timing for the Beckett Road service. This has been cut from 24 to 21 minutes, but it will now alternate between 22 and 23 minutes.

Mr. Bamford has also offered to go into the question again if this scheme proves unworkable. The crews had complained that faster running would affect safety and make it difficult to keep to schedules. They had threatened to strike every Friday until the original timings were restored, alleging that Mr. Bamford had rejected all their approaches.

RUTLAND VEHICLE SPARES

SPARES and servicing information for Rutland and M.T.N. vehicles, formerly manufactured by Motor Traction, Ltd., can now be obtained from Waggon Rutland, Ltd., 230 Strand, London, W.C.2.

Waggon Rutland have acquired the name and the rights to carry on manufacture of these vehicles, and have bought all Motor Traction's drawings and specifications.

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450-ft. Cross-country Transporter

INTENDED for cross-country operation in areas such as the Arctic or the Sahara, a multiple trailer outfit comprising 10 four-wheeled units with a six-wheeler at each end of the train has been evolved by R. G. Le Tourneau, Longview, Texas. All 52 wheels are driven by electric current. The outfit is said to lend itself to traction by nuclear power.

Each wheel has an electric motor geared directly to the rim, and the tyres are 10 ft. high and 4 ft. wide.

NEW TRANSPORT COMPANIES

Muggeridge Transport, Ltd. Cap. £100. Dirs.: Ellen Muggeridge, 79 Blackwell Farm Road, East Grinstead, and Francis M. Muggeridge, Riding Stables, Felbridge, Sussex. Sec.: F. M. Muggeridge. Reg. office: 78 Blackwell Farm Road, East Grinstead.

Meacher's Transport, Ltd. Cap. £5,000. Dirs.: Frederick R. Meacher, Raymond F. Meacher and Derek J. Meacher, 10 Sunset Road, Totton, Hants, and Desmond R. Meacher, 68 St. Michael's Road, Totton. Sec.: D. R. Meacher. Reg. office: Westfield Road, Totton.

A. E. Johnson (Transport), Ltd. Cap. £1,000. Dirs.: Norman Berrow Johnson and Bryan E. Berrow Johnson. Sec.: T. A. Herbert.

A. G. Philpott, Ltd. Cap. £2,000. Dirs.: Albert G. Philpott and Mrs. Catherine Philpott, 5 Pembers Close, Fair Oak, Eastleigh, Hants. Sec.: Catherine A. Philpott. Reg. office: 5 Pembers Close, Fair Oak, Eastleigh.

Steering controls are located in each of the six-wheeled units, as the train can be driven either forward or in reverse, and the tracking of all axles ensures that all wheels follow the same path.

Suspension arrangements incorporate walking beams and oscillating axles. Some 2,000 h.p. is developed to propel the outfit, the carrying capacity of which is not revealed. It is 450 ft. long, whilst the units are about 16 ft. wide.

DATA ON LAMPS

INCLUDING 13 schedules of ratings, dimensions and requirements for initial readings and life tests for lamps, "British Standard for Automobile Filament Lamps" has been published at 12s. 6d. by the British Standards Institution, 2 Park Street, London, W.1.

Detailed requirements are specified for the positioning of filaments, and inspection and rating tests are based on a system of double sampling.

Coaches Penetrate Iron Curtain

MEMBERS of the Hywel Girls' Choir, of Llanelli, under the direction of the conductor, Mr. John Hywel Williams, are fulfilling a series of engagements in Czechoslovakia. They are making the 3,000-mile journey in two coaches supplied by the South Wales Transport Co., Ltd.

The two Fanfare coaches have been modified to provide racks for the 162 costumes and uniforms used by the choir. The journey to Czechoslovakia was virtually non-stop, much of the running being done by night. South Wales Transport staff on the tour includes five drivers and a fitter. After appearing in 17 towns behind the Iron Curtain, the choir is due back about the end of this month.

WEIGHT CHECK BRINGS FINE ON HAULIERS

WHEN a weights and measures inspector checked a load of sand being driven through Wiveliscombe, Somerset, he found that the consignment was 13½ cwt. heavier than stated in the driver's conveyance note. This was stated at Wiveliscombe Magistrates' Court, last week, when the owners of the vehicle, Perry and Perry, Ltd., hauliers, Beaminster, Dorset, were fined £5 for giving a false description of the weight carried.

For the company, it was stated that the sand was weighed on a machine not owned by them, and the figures were entered by the weighbridge clerk.

The driver was fined £1.

BID FOR TANK BUILDERS

THE engineering concern of John Thompson is making a bid for the purchase of Thompson Bros. (Bilston), Ltd., the prominent tank builders.

The consideration is 35s. cash for each 6 per cent. tax-free £1 preference share of Thompson Bros., and one 5s. ordinary share in John Thompson for every two 5s. ordinary units of Thompson Bros. The offer will be made by Lazard Bros. and Co., and has to be approved by the Treasury.

Exports to Iron Curtain Countries

IT is now permissible to export all types of vehicle, other than those built to military specifications, to countries in the Sino-Soviet bloc. These countries are: Albania, Bulgaria, China, Czechoslovakia, Hungary, North Korea, North Vietnam, Poland, Rumania, Soviet Union, Eastern Germany and Tibet. The export of tyres is also allowed.

No great increase in trade is expected. An official of the British Motor Corporation has commented: "The countries concerned have not got the currency to do more than continue the limited trade with the British motor industry already in operation, and we cannot do business on barter-trade propositions."

CEYLON TRANSPORT BOARD FACE MORE PROBLEMS

ANOTHER plea for Government help has been made by the Ceylon Transport Board, following a sharp increase in their wages bill. When buses were nationalized last January, wages totalled £132,000 a month, but there have been two increases. The Prime Minister has now directed that within three months higher wages must be paid to all other employees, bringing the total monthly wage expenditure to £225,000.

The Board have urged that their earlier demand for a £3½m. loan should be given urgent consideration so that the higher wages can be met, together with the cost of replacing worn-out rolling stock.

The Board are also in trouble in Colombo, where the municipal authority have demanded that their vehicles should not ply in the city. The council claim that trolleybuses are losing money because of this competition.

TAXI OWNERS PROTEST

TAXI owners in Shrewsbury have been warned by the town clerk that in future licences will not be granted for new cabs unless they are the standard Metropolitan-type vehicle. There are 16 taxi proprietors in the town at the moment, five of whom operate this type of vehicle, whilst the rest run normal private cars.

Operators have protested against the proposal, pointing out that they do a great amount of private hire work where Metropolitan-type vehicles would not be suitable.

BUS CHANGES PLANNED

SEVERAL routes in Bexhill covered by Maidstone and District Motor Services, Ltd., are to be altered when trolleybuses leave the district early next year. The company have applied to the South Eastern Traffic Commissioners for permission to reorganize their services

Glasgow Cuts Time for Tram Replacement

GLASGOW'S 600 trams are to be replaced by oil-engined buses within the next five years, Cllr. James Bennett, convenor of the transport committee, announced last week. He said that by 1961 all the old type trams would have been withdrawn, leaving 250 of the Coronation type to be taken off the road by 1963.

The original plan was for the fleet to be replaced over a period of 15 years, but Cllr. Bennett thought the best idea was to get on with the job immediately. The replacements would cost £2½m. in the first

Dodge Converted for Bulk Deliveries

RECENTLY supplied to Joseph Warr, Jr., Ltd., Brierley Hill, Staffs, by Geo. H. Kendrick, Ltd., West Bromwich, a Dodge forward-control tipper with a Boys trailing axle is giving improved economy in bulk coal distribution from Midland collieries. This is the first vehicle based on a converted chassis to be employed by the haulage company and augments the number of Dodge vehicles in the fleet to a total of 10.

In standard form the Dodge has a wheelbase of 13 ft. 7½ in. and a rated capacity of 7 tons. Extending the wheelbase to 15 ft. 8½ in. has increased the length of the chassis to 17 ft. 10 in. and the vehicle now has a rated capacity of 10 tons.

It is equipped with a fixed-sided timber body having a steel-lined floor, which is mounted on 4-in. by 2-in. channel-section members and elevated by an Edbro 4 LNS twin front-of-body gear. The unladen weight of the vehicle is less than 6 tons.

This model is powered by the Leyland



This Dodge forward-control tipper with Boys trailing axle is being used on coal haulage by Joseph Warr, Jr., Ltd. It has the Leyland O.351 oil engine and was supplied by Geo. H. Kendrick, Ltd.

three years. No additions would be made to the 200-vehicle trolleybus fleet.

Figures for the last financial year showed that the undertaking had an accumulated deficit of £261,406. During the year, trams lost £577,003, but both trolleybuses and motorbuses made profits, as did the underground system.

READY FOR FREE TRADE

A CENTRAL advisory service has been set up by Guest, Keen and Nettlefolds, Ltd., to help the 57 British companies in the group to take full advantage of European free trade.

The service will be known as the G.K.N. Group Export Service Organization (Geso), and will operate from Shell Mex House, Strand, London, W.C.2. It will be under the direction of Mr. H. W. A. Waring, managing director of Brymbo Steel Works, Ltd.

COVENTRY ROAD PLAN

ONE of Coventry's most important thoroughfares, Queen Victoria Road, is to be diverted at its northern end to lead straight into Corporation Street. The cost of the project will be £160,000, of which half is being paid by the Ministry of Transport.

O.351 oil engine and the torque is relayed by a five-speed gearbox to an Eaton 18500 two-speed axle.

"ANY ACTION" TO GET HIGHER PAY

DELEGATES at the annual conference of the Confederation of Shipbuilding and Engineering Unions, at Paignton last week, unanimously passed a resolution pledging full support for any action which may be considered necessary to enforce their claim for a 6-per-cent. increase in wages. They decided also to negotiate for three weeks' paid holiday and for higher holiday pay based on average earnings.

A resolution calling for further nationalization was passed.

BUS COMPANIES MERGE

BUS services operated by A. J. Long, Glemsford, Suffolk, have been amalgamated with those of Corona Coaches, Ltd., Sudbury. Mr. E. F. Long has joined the board of Corona Coaches, but intends to continue the haulage side of the Long business.

Corona have also applied to take over the London express licence of S. Blackwell and Sons, Earls Colne, Essex.

New Equipment and Publications

Powder Couplings

A POWDER coupling introduced by Specialloid, Ltd., 20 Black Bull Street, Leeds, provides a torque-limiting device. Known as the Dry-fluid coupling, the unit comprises a hardened steel rotor which forms the output member, and a housing which is driven by the engine.

The powder medium is in the form of spherical heat-treated steel shot, which is impelled outwards by centrifugal force as the speed of the engine increases to form tightly packed metallic rings between the sides of the rotor and the perimeter of the housing.

Under normal operating conditions, it provides direct drive without slip or loss of efficiency. If necessary, however, a coupling can be fitted which slips at a pre-determined overload. The device also acts as a torsional-vibration damper throughout the speed range of the power unit, and does not transfer a dangerous frequency from one speed range to another.

For use by pedestrians, only the lower sections of these doors need be slid aside, so that less heat escapes from inside the building than if the aperture were opened for its total height. The upper sections may be opened to admit tall vehicles.



Floor Paint

A RESIN-BONDED paint marketed under the name of Rougatile, by Weatherproof Compositions, Ltd., Dunmow, Essex, is intended for use on floors, stairways and other surfaces subject to hard wear and oil or chemical spillage.

The paint, which may be applied by brush, broom or spray to concrete, stone, brick, timber, metal or composition floorings, gives a non-slip finish and will take pedestrian traffic after 30 minutes and heavy traffic after 2 hours. It can be applied in humid conditions, and is said to give a tenacious seal unaffected by weathering, petrol, oil or alkalis. Cleaning may be carried out by washing, scrubbing or polishing.

A gallon of the paint will cover from 30 to 40 sq. yd. It is available in red, white or grey, whilst other colours can be supplied to special order.

Tipper Handbook

RECOMMENDED lengths and capacities for tipping bodies on most British commercial-vehicle chassis are given in their revised "Tipper Handbook" by Edbro-B. and E. Tippers, Ltd., Quebec Street, Bolton.

End and three-way tipping bodies are covered and the correct Edbro gear for use in each case is specified. A further section of this useful booklet is devoted to a table of weights and measurements for a wide range of materials in lb. and cwt. per cu. yd. and kg. per cu. metre.

Revealing Air Loss

PRICED at £1 1s. retail per set of four, Indicaps are aluminium indicators for screwing on to tyre valves, taking the place of the caps, and showing when 3 p.s.i. has been lost from the normal level of inflation. A small red plunger protrudes when pressure is within 3 p.s.i. of normal, but disappears inside should such a loss of air occur.

This allows a quick visual check to be made, but these accessories may be

regarded as being more valuable as a means for detecting leaks than a substitute for regular checking with a gauge as a drop of 3 p.s.i. from a tyre running at 24 p.s.i., for example, may be considered excessive.



A member of the staff of *The Commercial Motor* tried a set of Indicaps on his car for 2,000 miles, during which there was no significant loss of air from

This magnified picture of a Somers Indicap shows the plunger which protrudes as long as tyre pressure is within 3 p.s.i. of the setting.

the tyres—an assurance that the units were probably as effective as valve caps in sealing the valves. When first fitted, the plungers of two of the units were reluctant to appear, but duly popped out after a few miles running. Indicaps are sold by John Somers, Ltd., 142 Edgware Road, London, W.2, pre-set in stages of 2 p.s.i. between 18-34 p.s.i.

Iron-powder Electrodes

FERROLUX is an iron-powder electrode introduced by Quasi-Arc, Ltd., Bilston, Staffs, for high-speed welding in the flat and vertical positions. It is stated that such electrodes permit quicker welding and longer runs than conventional electrodes. Ferrolux electrodes are made in lengths of 1 ft. 6 in. in sizes from 10 s.w.g. to 1/4 in. diameter.

Sliding Stable Doors

HEAT losses through large doors in industrial buildings can be considerable. An attempt to solve this problem has been made by Coburn Engineers, Ltd., Peasmarsh, Surrey.

Instead of having two single sliding

doors to cover the entrance, each door is horizontally divided in two and a second sliding rail provided at the mid-point. Thus the lower doors may be opened independently from the top pair for the passage of small trucks and staff. When a large vehicle has to enter, bolts are slid upward, joining the upper and lower sections of each door, which can then be slid back together complete with the central track.

Securing Hoses

DESIGNED for securing delivery hoses to the side of a tanker vehicle, a range of webbing straps covered with p.v.c. to make them oil resistant and waterproof is being manufactured by Tannoid, Ltd., Church Row Works, Wandsworth Plain, London, S.W.18.

The standard strap is 3 ft. long and 1 1/2 in. wide. Complete with a buckle and end-piece it costs 4s. Normally olive green, the straps can be supplied to special order in any colour or dimension.

Non-slip Tread

STEP treads made of aluminium oxide bonded with polyvinyl chlorate, are being manufactured by the Adamite Co., Ltd., 94-98 Petty France, London, S.W.1. After six months' trial on 12 Metro-Cammell bus bodies, this type of tread, known as the Altro, has been specified for further bodies made by the company.

The material from which the treads are made is flexible and hard wearing, and is said to be non-slip whether wet or dry.

Pump Standard

A BRITISH standard for coolant pumps for internal-combustion engines is now obtainable from the British Standards Institution, 2 Park Street, London, W.1, price 5s.

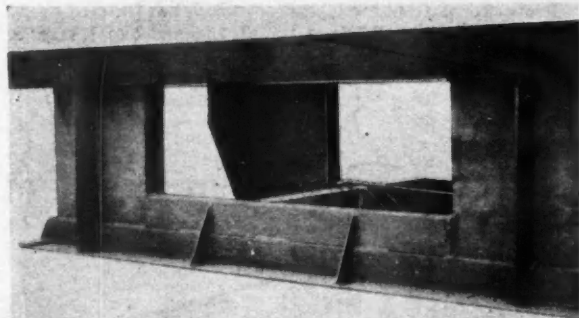
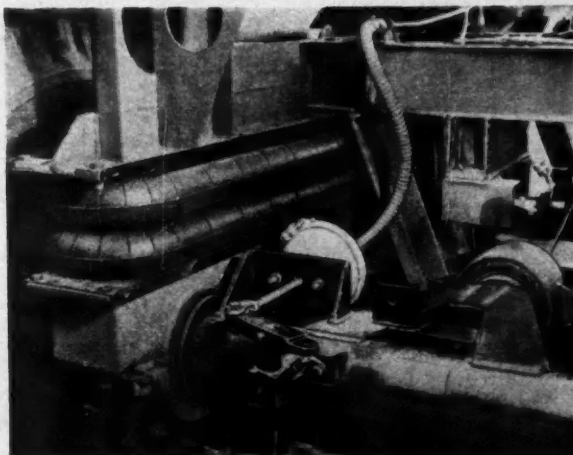
Covering both centrifugal and axial-flow pumps for engines up to 250 b.h.p., the publication specifies shaft diameters and housing dimensions, together with recommended sizes for suction and discharge ports.

Air Springs for Eagle Trailers

INDICATIVE of growing interest in air-suspension systems by trailer manufacturers is the news that of four semi-trailers to be shown by the Eagle Engineering Co., Ltd., Warwick, at the Commercial Motor Show next month, three will have springs of this type to the design of the Andre Rubber Co.

The air-sprung exhibits will consist of two platform semi-trailers and a 3,200-gal. frameless tanker. The first of the platform semi-trailers, now nearing completion, is being built for Reed Transport, Ltd., to carry baled paper.

(Right) How the axles are embedded in the surge tanks. Direct metal-to-metal contact is avoided by means of a rubber bush. The rubber mounting carrying the end of the location member can also be seen.



(Left) The longitudinal plate at the bottom of the bogie sub-frame forms the mounting surface for the top of the 66-in. air-pillow.

Air springing has been specified because the semi-trailers used by this operator usually carry loads in only one direction and it is thought that when the semi-trailer is running unladen this suspension system will be less subject to wear than normal leaf-spring layouts.

The semi-trailer itself is notable in that it is designed to carry a payload of 16½ tons when coupled to a Foden FGTU6/20 tractor. The weight of the semi-trailer has been kept down to 3 tons 3 cwt., even though a double diagonally boarded wooden deck is specified.

The frame is of bolted construction, with two longitudinal inner members 8 in. deep, with 3-in. flanges, and two 7-in.-deep outer members. An interesting weight-saving feature is the use of tubeless tyres. Those fitted are Firestone 10.00-22.5 in. (12 ply) and the total saving over conventional types is 1 cwt.

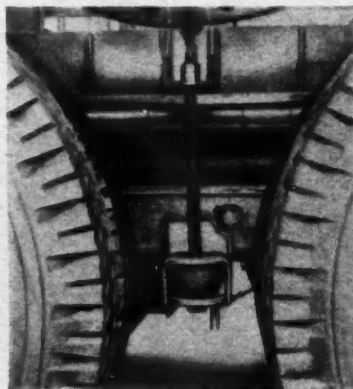
Welded to the two main members of the frame is a substantial sub-frame to carry the rear bogie. This is braced by two struts running from the bottom of the structure to join the main frame behind the vertical landing gear.

Two-compartment André air-pillows are used. They are 5 ft. 6 in. long and 8½ in. wide, and for the Eagle application are set to an installed height of 6 in. The pillow on each side is sandwiched between a plate mounted on the bottom of the sub-frame and a welded-steel surge tank with a capacity of 1,150 cu. in., capable of permitting a frequency of 106 c.p.m. laden.

Two semi-circular cradles are incorporated in the bottom of each surge tank to receive the tandem tubular axles, the tanks thus acting as a beam to locate the axles. Caps are bolted in position to secure each axle.

Transfer of stress from the axles to the tanks when one wheel rises or falls in relation to the other is avoided by the provision of a rubber bush between these components.

For location under acceleration and braking forces, triangular pressings are welded to the leading edges of each axle



A rod on each side of the bogie obviates excessive rebound when the trailer is unladen, which might damage the air-pillows.

tube at the centre line. These horizontal members are carried forward to cradles, suspended from the frame, where they are mounted in large Silentbloc bushes which cater for forces arising from the rise and fall of the wheels, side thrust when cornering and the movement of one axle relative to the other.

Horizontal forces occurring during braking are controlled by rubber compression washers fitted at the front of the main bushes.

Damping for the suspension is provided by single telescopic shock absorbers fitted on each side of the bogie and sloped inwards to reduce roll. Rebound is controlled by two vertical rods rigidly secured to brackets on the sub-frame, passing through eyes welded to the side of the surge tanks. At the end of each rod a rubber buffer is fitted, which, being below the eye, can check excessive bounce.

The height-control and levelling valve for each pillow is operated through a linkage attached to the surge tank at the centre line of the bogie. The setting of the valves gives a 10-second delay and a plus or minus ¼ in. deflection of the pillow is required to cause them to open.

Air pressure is provided from a 3,500-cu.-in. reservoir fed in its turn from the reservoir for the two-pipeline air-pressure brakes. A non-return valve in the line between the two air tanks is set to pass air only when the pressure in the braking system has reached 65 p.s.i., thus ensuring that the action of the suspension will not endanger brake efficiency.

Capable of carrying up to 20 tons, the air-pillows used are working well within their limits on the Eagle bogie, for the imposed load should not exceed 15 tons 12½ cwt.

The pillows are unprotected, as experience has shown that when mounted in this position they are not subjected to damage by stones and other debris thrown up by the wheels. However, should they be fractured or should any part of the air supply fail, the provision of solid-rubber pads inside the pillows themselves will enable the semi-trailer to continue in operation until the damage has been repaired.

SEDDON EXTEND IN MULT

MAXIMUM-CAPACITY six- and eight-wheeled chassis have been announced by Seddon Diesel Vehicles Ltd., Oldham, Lancs. These models are the first of this type to be produced by Seddon, who have hitherto concentrated on four-wheelers and passenger chassis, but their specifications suggest that they will make an immediate appeal to home and overseas operators of this class of vehicle by virtue of their simple design and choice of power units, transmissions and bogie layouts.

The Sirdar M Cummins-engined six-wheeled 40-ton-gross tractor and the Pennine Mk. 19 lightweight passenger chassis, which has an A.E.C. AH 410 horizontal oil engine, are also announced. A description and road-test report of the Pennine appear on pages 108-110.

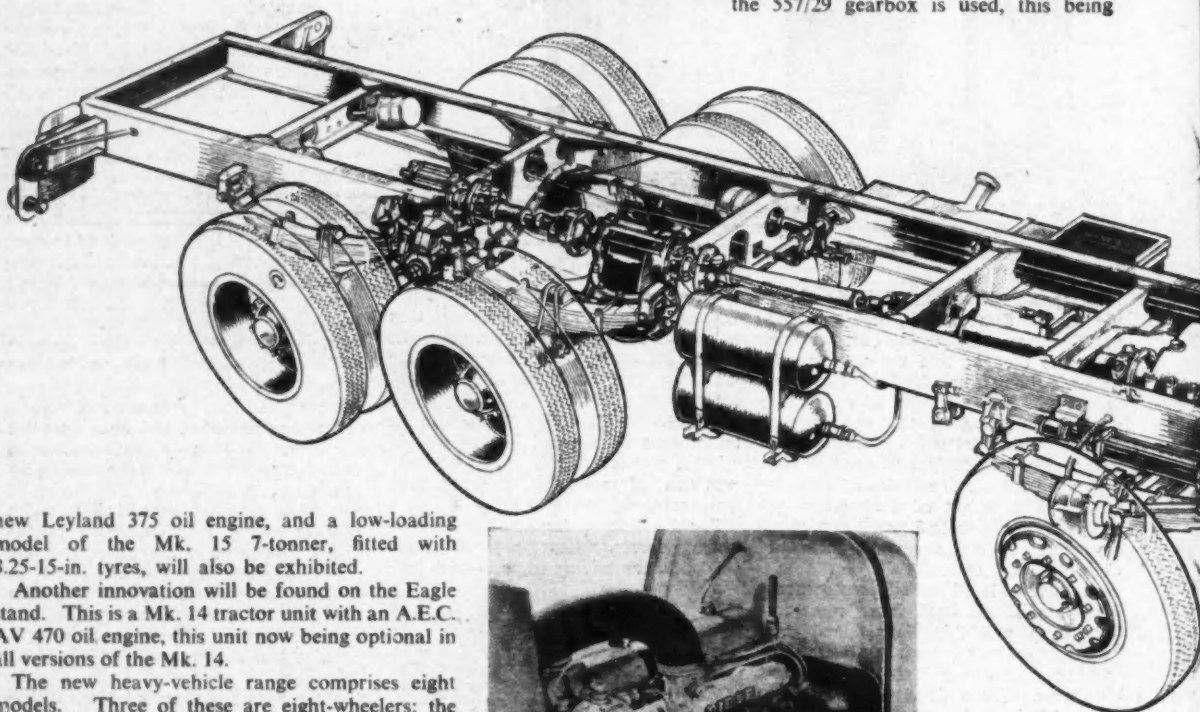
Examples of these new models will be seen on the Seddon stand at Earls Court next month. A new version of the Mk. 15/10 10-ton chassis, which is powered by the

The heavy-vehicle range is completed by two twin-steer six-wheelers, both of which are rated for use at 18 tons gross. These models are the TS6 general haulage chassis, which has a wheelbase of 19 ft., and the TS6TP tipper of 14-ft. wheelbase.

The standard engine offered with these models is the new six-cylindered 150 b.h.p. Gardner 6LX, with the option of the Gardner 6LW 112 b.h.p. unit and the Cummins HF 6 oil engine. The Cummins has a cubic capacity of 11.01 litres and outputs of 168 b.h.p. at 2,100 r.p.m. and 495 lb.-ft. at 1,450 r.p.m. With the Gardner engines a hydraulically actuated 16-in.-diameter single-dry-plate clutch is employed, and the Cummins unit has an 18-in. air-operated clutch.

David Brown gearboxes are used with the Gardner engines. The standard 6LX unit has the D.B. 557/480 five-speed constant-mesh gearbox, which has forward ratios of 7.95, 4.7, 2.78, 1.56 and 1 to 1, reverse being 7.95 to 1. With the 6LW engine the 557/29 gearbox is used, this being

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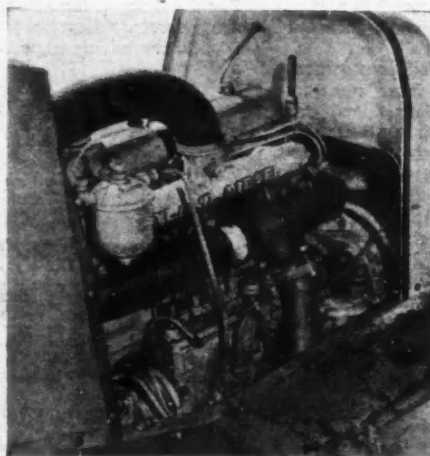
new Leyland 375 oil engine, and a low-loading model of the Mk. 15 7-tonner, fitted with 8.25-15-in. tyres, will also be exhibited.

Another innovation will be found on the Eagle stand. This is a Mk. 14 tractor unit with an A.E.C. AV 470 oil engine, this unit now being optional in all versions of the Mk. 14.

The new heavy-vehicle range comprises eight models. Three of these are eight-wheelers: the DD8 and the SD8 are 17-ft. 9-in.-wheelbase models, the former having a double-drive bogie, whilst the latter has a single-drive unit. The third eight-wheeler is the DD8TP, which has been designed for tipper use and has a wheelbase of 14 ft. 6 in. All these vehicles are rated for a gross weight of 24 tons and are suitable for trailer operation.

Three six-wheelers are also available, all with double-drive bogies. The load carriers are rated for a gross weight of 20 tons and consist of the DD6 17-ft. 9-in.-wheelbase general haulage model and the DD6TP 14-ft. 6-in.-wheelbase tipper. In addition, there is the DD6TC 11-ft. 6-in.-wheelbase tractor unit, which can be operated at a gross train weight of 40 tons.

n24



The Mk. 15/10 10-tonner is now available with the new Leyland 375 125 b.h.p. oil engine as an alternative to the Perkins R.6 and Gardner 4LW units. The large cowl opening gives good engine accessibility.

This exclusive drawing of the new DD8 eight-wheeler shows the features of the design. Gardner Cummins oil engines are offered on models of the new range, which twin-steer and rear-bogie six-wheeler provides a comfortable ride. The DD8 has a wheelbase of 17 ft. 9 in. and a double-drive

WHEELER MARKET

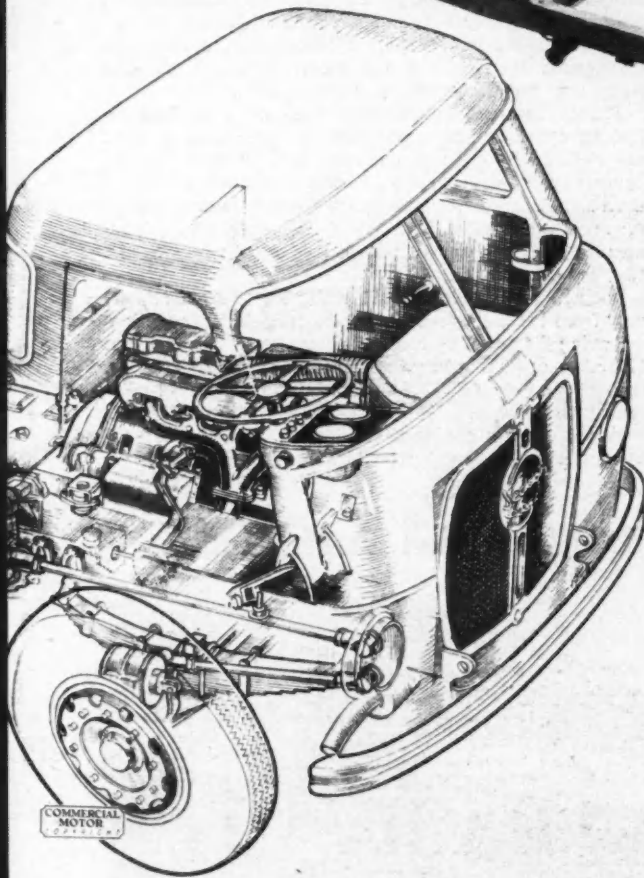
similar to the 557/480 except for slightly different ratios.

With the Cummins engine a Fuller R96 10-speed gearbox is employed. The forward ratios are 9.65, 7.43, 5.8, 4.48, 3.54, 2.73, 2.21, 1.64, 1.27 and 1 to 1, the high- and low-range reverse ratios being 3.18 and 11.26 to 1. There is provision for fitting a power take-off on either side.

*Seddon Six- and Eight-wheelers
and: Other New Models
a Sirdar 40-ton-gross Tractor
and A.E.C.-powered Lightweight
Passenger Chassis*



The new Pennine Mk. 19 lightweight underfloor-engined passenger chassis is powered by an A.E.C. AH 410 oil engine. It is suitable for 30-ft. bodywork and is rated for a gross weight of 9 tons. A road-test report appears on pages 108-110.



engine is fitted. The double-drive bogies are offered without a third differential, with a conventional third differential, or with a new type of air-operated lockable third differential, which is engaged by a small switch on the instrument panel.

A choice of two types of rear suspension is available. The normal road-vehicle version is a four-spring-and-balance-beam layout, the springs being 3 in. wide and 47 in. long. For rough work a fully articulated two-spring system is offered, this having two 47-in.-long inverted semi-elliptic springs.

Conventional beam front axles are employed, and the king-pins are carried in tapered-roller bearings. The front suspension consists of single-rate 48-in.-long springs, the leaves of which are 3 in. wide.

Air brakes are used throughout the new range, and the eight-wheelers have eight-wheel brakes as standard. Split-circuit systems are incorporated, and in the case of the eight-wheelers the first and third axles are on one circuit and the second and fourth axles on the other. The dual E valve is mounted on the frame and is actuated by a conventional brake pedal.

The front and rear brakes on all models are 16½ in. in diameter; the front facings are 4 in. wide and the rear facings 6 in. The brakes are actuated by piston-type cylinders, 5-in.-diameter assemblies being employed at the front, with 6-in.-diameter frame-mounted cylinders operating the rear brakes. A Neate multi-pull hand brake is fitted.

Marles cam-and-double-roller steering is used on all models and Vickers-Detroit hydraulic steering servos are available. A 21-in.-diameter steering wheel is fitted.

The frames of the new vehicles are built up from ½-in.-thick steel pressings and bolted construction is used throughout. The side members, which have 3-in. flanges, have a constant depth of 10½ in., and in the case of the eight-wheelers bracing is provided by seven deep cross-members. A 60-gal. fuel tank is carried on the left side of the chassis behind the batteries.

Standard tyres fitted to the new models are 9.00-20 in. (12 ply), carried on 6.00T wheels which have a 10-stud

B25

In all cases the gearbox is unit-mounted with the engine, a four-point layout being employed. The engine is tilted downwards at its rear end so that the top of the bell housing lies below the normal body line, thus allowing the body to be built to within 2 in. of the rear of the cab.

All chassis have two-piece propeller shafts with Hardy Spicer needle-roller-bearing universal joints. All the single-drive-bogie chassis and the Cummins and Gardner 6LX-engined chassis have overhead-worm axles with 8½-in. centres, but 7½-in. centre axles are used when the 6LW

*Seddon
Principal
and
in all
includes
wheelers.
Maximum
base of
bogies.*

mounting for $\frac{1}{2}$ -in. B.S.F. studs. A spare wheel is included.

Starting and lighting equipment is 24 v. The instruments include speedometer, odometer, ammeter, dual air-pressure gauge, temperature gauge and the normal lighting switches. The standard chassis equipment includes the scuttle and dash assembly, cab floor, wheel-arches, front wings, heavy-section front bumper and a full kit of tools.

A new design of plastics-panelled cab is available with the range. Its upper section and grille are similar to those of the Mk. 15 cab, although the grille is deeper. The lower panelling is somewhat different, the skirting being flush with the upper panels and integral with the main section of the cab. Standard fittings include a full-width wrap-round two-piece windscreen, curved rear quarter lights, fully adjustable driving seat and two-man passenger seat. Seddon-built timber or light-alloy bodywork can be supplied to specification, painted and lettered as required.

All the new models are 8 ft. wide and the eight-wheeler has an overall chassis length of 29 ft. 6 in., giving a frame length behind the cab of 24 ft. 0 $\frac{1}{2}$ in. The estimated weight of the eight-wheeled chassis and cab is 6 $\frac{1}{2}$ tons.

Sirdar for Road Use

The new Sirdar M tractor, although carrying the same type name as the heavier six-wheeled 30-ton-gross chassis road-tested earlier this year (*The Commercial Motor*, April 25), is much lighter and is intended solely for use as a road tractor suitable for payloads of 25-28 tons.

As with the larger vehicle, it is a normal-control design, the cab and frontal styling being identical with those of the 30-ton-gross chassis. It has a wheelbase of 14 ft. 6 in., overall width of 8 ft. and overall length of 22 ft. The unladen chassis and cab weight is approximately 7 tons 2 cwt.

Power is supplied by a Cummins HF 6 oil engine, as offered with the new six- and eight-wheelers, and an 18-in. diameter single-dry-plate air-operated clutch is fitted. A Fuller Roadranger R 96 gearbox is unit-mounted with the engine, and its ratios are the same as those of the R 96 box used in the new heavies.

Power is transmitted through a two-piece propeller shaft

to the heavy-duty rear bogie. This has overhead-worm-drive axles with 8 $\frac{1}{2}$ -in. centres, and an air-operated lockable third differential is standard. There is a choice of axle ratios—7.25 or 8.25 to 1.

Fully articulated suspension is embodied in the bogie, using two inverted semi-elliptic springs 54 in. long. These have 5-in.-wide leaves, and the layout permits a diagonal difference in the wheel level of 12 in. Rubber-bushed torque arms are employed. The front axle is a similar unit to that used on the new heavy-duty road vehicles, whilst the front springs are single-rate units, 48 in. long and 3 in. wide.

Split-circuit air-pressure braking is incorporated in the Sirdar M, and 16 $\frac{1}{2}$ -in.-diameter brakes are employed at all axles. The front facings are 4 in. wide, whilst those at the rear are 6 in. wide, giving a total frictional area of 834 sq. in. A multi-pull hand brake is used.

Robust Frame Construction

Frame side members are of similar section to those of the other new six- and eight-wheelers. Six cross-members are incorporated, and the side members are heavily flitched adjacent to the rear bogie. Fitted bolts are employed throughout the assembly, and the frame has a constant width over the side members of 3 ft. 1 in.

Marles cam-and-double-roller steering with Vickers-Detroit hydraulic servo is standard. The standard tyres are 11.00-20 in. (12 ply) mounted on 7.33-20 in. wheels. Several tyre options are available. The hubs have 10 B.S.F. studs and the spare wheel, which is standard, is mounted on a winch-type gear. The maximum recommended front-axle and rear-bogie loadings are 5 $\frac{1}{2}$ tons and 18 tons respectively.

The new forward-control Mk. 15/10 10-ton chassis differs only from the earlier models (which remain in production) in having the new Leyland 375 oil engine. This develops 125 b.h.p. at its maximum governed speed of 2,500 r.p.m. and 109 b.h.p. at 2,200 r.p.m. as used in the Seddon. The peak torque output is 282 lb.-ft. at 1,400 r.p.m. The 375 engine is used in conjunction with the Meadows 250 C5 five-speed constant-mesh gearbox and 14-in. clutch.

THE prototype of a new range of ambulance bodies of plastics construction is to be exhibited by the manufacturers, Wadham Brothers (Coach-builders), Ltd., Waterlooville, Hants, at the Commercial Motor Show. The chassis chosen is the Morris LD, with 2,199 c.c. petrol or 2.2-litre oil engine.

The body is of double-skin construction with a number of integrally moulded metal inserts for location and fixing. Generous vision is provided by a large wrap-round windscreen, and interior light is improved by leaving the centre section of the roof moulding unpainted.

The body is based on a metal under-frame and is insulated by rubber and metal compounded mountings. In the interior, liberal use has been made of aluminium panels, smoothly contoured throughout to avoid dirt-traps. Lockers are provided below the loading gear and stretcher seat, above the driver's cab and underneath the attendant's seat.

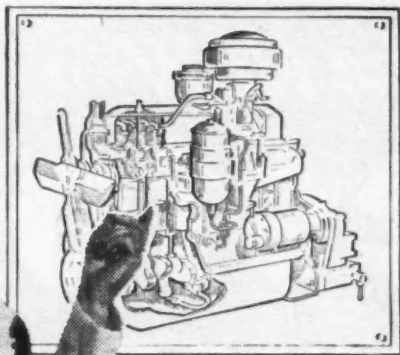
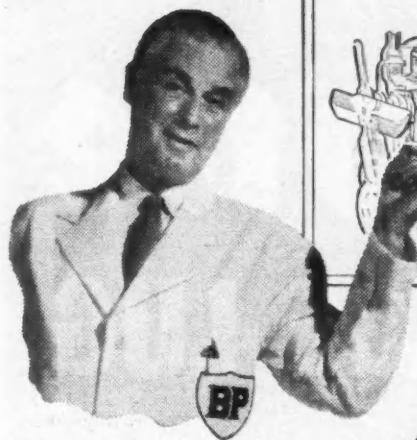
Equipment includes Morris low-loading gear, a self-elevating foam-rubber bed, and a Wadham patent seat that can be reversed to form a second stretcher carrier. It is expected that the complete ambulance will sell for less than £1,500.

B26

New Plastics-bodied Ambulance



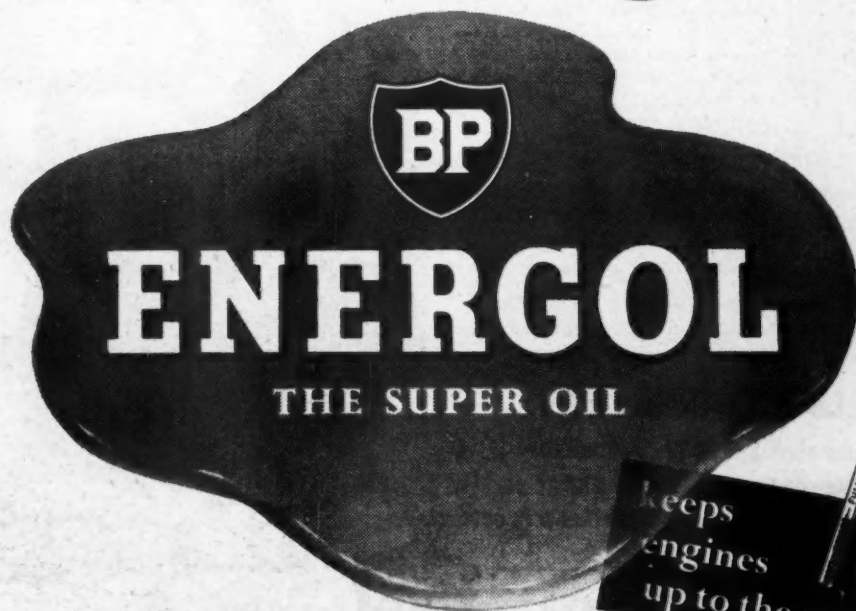
The new Wadham plastics ambulance body is suitable for the Morris LD chassis. The vehicle is expected to sell for less than £1,500.



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The power jack of the new Turner steering system. "Feel" can be adjusted to suit load and road conditions.

Adjustable Power Steering

BASED on the design of the Leduc aircraft control unit, a vehicle power-steering system has been introduced by the Turner Manufacturing Co., Ltd., Villiers Street, Wolverhampton. It will be exhibited for the first time at the Commercial Motor Show.

It can be adjusted to vary what is called the "artificial feel" to suit any particular road camber. Main components comprise a hydraulic pump, operating jack, reservoir tank and accumulator, the accumulator being an optional extra.

The power jack has two ball-type selector valves operated by movement of the selector rod with a reaction pressure of about $\frac{1}{2}$ oz. Pre-loading is externally provided by the artificial "feel" unit, and steering is directly controlled under light-load conditions without assistance from the jack.

The unit is mounted between the pivot points of the jack and incorporates a pre-loaded coil spring which is compressed when the jack moves the steering arm in either direction.

An external means for varying the effective length of the unit between centres—and, therefore, the tension of the spring—is a special characteristic of the

unit. This enables the spring to be adjusted to accommodate average road-camber conditions or the particular requirements of the operator. In a normal case it would be adjusted to give a bias corresponding to the pull to the left (or to the right in Continental countries) resulting from road camber.

Another interesting operational feature of the system is that a condition of hydraulic equilibrium is provided when a heavy steering force is sustained without variation. When the vehicle is travelling at speed on a corner, for example, the jack is hydraulically locked, pending further movement of the steering wheel.

In the case of heavy vehicles a simple lever system is employed to give mechanical advantages and thus enable a relatively small hydraulic jack to be employed.

The system has been applied to a number of well-known commercial vehicles and to a leading high-performance car.

A Turner vane pump is employed and is equipped with flow-control and pressure-relief valves. If necessary, it may be driven by the concern's C.13 single-acting reciprocating compressor—

another recent introduction to the Turner range that is available for automotive, industrial and refrigeration applications.

This compressor has a capacity of 11.6 c.f.m. at 1,500 r.p.m. and is designed for continuous operation at speeds up to 4,000 r.p.m. The unit is compact and is of lightweight construction, its dry weight being only 12½ lb.

Die-cast aluminium cylinders and cylinder heads are finned to give adequate cooling under adverse conditions. Drive may be direct from the engine or by belt from the crankshaft or other convenient power source. Lubricant may be supplied by the engine or the unit can be provided with a self-lubricating system. This comprises a reservoir in the crankcase and a gear-type pump.

Another new Turner product is a rotary sliding-vane exhaustor, the design of which is based on an aircraft unit developed for wing de-icing. According to the makers, its weight is less than half that of most units with a similar output; it will operate successfully at half engine speed and will run up to 3,000 r.p.m.

A special bore shape is employed, and the vanes are interlocked to maintain close contact with the surface at all positions of rotation without the use of cams or springs. A high sealing efficiency is, therefore, obtained.

Bird's Eye View

Keeping Faith

AMONG those who have contributed generously to the anti-renationalization fighting fund of the Road Haulage Association is Mr. John Barber, chairman of the Southern Area and managing director of Victory Transport, Ltd. His donation equals about twice his company's annual subscription to the Association.

Mr. Barber resigned his position as one of the four national vice-chairmen of the Association in 1955 because he disagreed with the R.H.A. policy of pushing denationalization to the limit allowed by the 1953 Act. He supported the compromise that the Government ultimately adopted. His response to the R.H.A. appeal for funds demonstrates his belief in free enterprise, as well as his confidence in the men who will spend the money.

A Way Out

HOW many owner-drivers can look forward to holidays with pay, regular hours, a guaranteed wage when conditions are bad, liberal sickness payments and a comfortable retirement pension? This probably sounds like a dream come true to the average tipper operator who ekes out a living on work for local authorities, but three Westmorland hauliers have stepped into the dream merely by selling their lorries.

All of them did a great amount of work for the county council, and after casting an envious eye on the benefits enjoyed by local-government drivers they decided to sell out to the council. Now they are ordinary employees, with no worries about rates, depreciation, breakdowns, licensing—or nationalization.

By The Hawk

Ninety next month and still going strong—Mr. William Foden, governing director of Fodens, Ltd. He will be at the Commercial Motor Show.



Peter (Transport) Pan

THREE days after his 90th birthday on September 23, Mr. William Foden, governing director of Fodens, Ltd., will be on the company's stand at Earls Court to welcome visitors. This Peter Pan of road transport is still the essence of punctuality in business, and at all meetings, whether production, social or executive, all members are present on the dot.

His 65 years' service with Fodens has made him so much an essential part of the business that many people forget that for 10 years he lived on a large sheep farm in Australia, which he still holds under management. He was called back to England to join the board of Fodens in 1934.

ONE of the lightest full-sized underfloor-engined passenger chassis to be currently produced by a British heavy-vehicle manufacturer, the Seddon Pennine Mk. 19 chassis, has a first-rate all-round performance. Much of the credit goes to the use of the A.E.C. AH 410 oil engine, a compact and relatively light unit developing 285 lb.-ft. torque to give good acceleration and hill climbing, combined with a low specific fuel consumption which enhances economy at normal cruising speeds.

Although tested with the low axle ratio (6.16 to 1), the Pennine returned 18.9 m.p.g. when running non-stop at an average speed of 28.7 m.p.h. Good as this figure is, it must be remembered that this low axle ratio is intended primarily for stage-carriage work and that a 4.77-to-1 axle is recommended for coach service. With this high ratio the fuel-consumption rate at average touring speeds would probably be better than 22 m.p.g., even with a heavy 41-seat luxury body and an exceptional amount of luggage.

Suitable for 30-ft. by 8-ft. 41-seat coach bodywork or a 43-seat (plus 10 standing passengers) bus body, the

New Seddon Pennine Mk. 19 Passenger Chassis has Underfloor A.E.C. Engine: Low Chassis Weight Gives Lively Performance and Good Fuel Economy

A Lively New Passenger Light

box and the combined assembly is carried on rubber at three points. An A.E.C. oil-bath air cleaner is located on the off side of the chassis frame, and the novel but simple exhaust system has the silencer box mounted directly on the off-side member to minimize the length of the piping.

A one-piece propeller shaft takes the drive to the spiral-bevel rear axle. The rear suspension consists of single-rate semi-elliptic springs with 3-in.-wide leaves and an effective length of 60 in.

The front axle is based on an I-section beam and the stub-axles are carried on taper-roller bearings. The front springs also are single-rate units

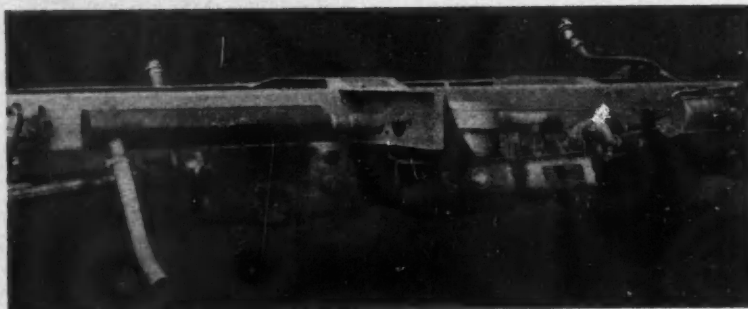
with leaves 2½ in. wide, 50 in. long; 5½-in.-stroke telescopic dampers are fitted. Marles cam-and-double-roller steering is operated by a 20-in.-diameter wheel, and the chassis is available with left- or right-hand drive.

A Girling hydraulic braking system is employed, with two leading-shoe units at both axles. The front brakes measure 16 in. by 3 in., whilst the rear brakes are 15½ in. in diameter, with 5-in.-wide facings, the total frictional area being 412 sq. in.

A Clayton Dewandre HSR5/812 Hydrovac vacuum servo provides the boost. This is a relatively new servo, having an integral reservoir formed in the front part of the "can."

Nine cross-members brace the frame and the ½-in.-thick side pressings have a maximum depth of 8½ in., with 2½-in. flanges. Three of the cross-members are tubular, the remainder being pressed channel-section, and bolted construction is used throughout. The side members are flat rearwards from a point ahead of the front axle, but are dropped slightly at the front to accommodate front-entrance bodywork.

Standard tyres are 8.25-20 in. (10



Pennine chassis has a wheelbase of 16 ft. 4 in. and the overall chassis length is 29 ft. 6½ in. The front and rear overhangs are 5 ft. 3½ in. and 7 ft. 11½ in. respectively, whilst the maximum width of the chassis is 7 ft. 6 in., measured over the rear tyres when the standard 8.25-20-in. equipment is fitted.

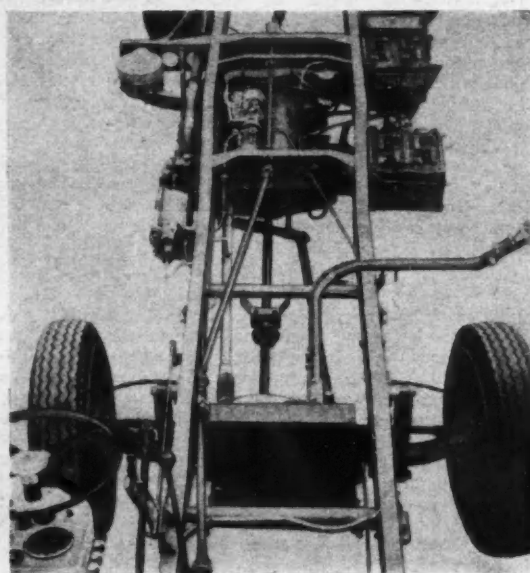
The A.E.C. six-cylindered direct-injection oil engine fitted as standard in the Mk. 19 is a 6.75-litre unit, the maximum net output of which is 98 b.h.p. at 2,000 r.p.m. It carries a 15½-in.-diameter hydraulically actuated single-dry-plate clutch.

A jack shaft with rubber-mounted centre bearing drives the 17-in.-diameter fan directly from the engine crankshaft. The fan runs inside a close-fitting plastics cowl and the radiator lies about 1 ft. ahead of the front axle.

Unit mounted with the engine is an A.E.C. five-speed synchromesh gear-

(Above) The A.E.C. AV 410 oil engine and A.E.C. gearbox are unit-mounted amidships in the Seddon chassis. The simple but unusual silencer mounting will be noted.

(Right) The radiator is located ahead of the front axle, and the fan is driven through a two-piece jack-shaft from the front of the engine crankshaft. The fuel and electrical accessories on the engine are arranged for access through a floor trap.



The Seddon Pennine Mk. 19 passenger chassis is a fast climber because of its low weight and high engine-torque output. The chassis is seen here on Buckstones Road, Shaw.

weight

By John F. Moon,
A.M.I.R.T.E.

ply), but larger tyres can be fitted. The test vehicle, which was the first chassis of the new series, had 9.00-20-in. (12-ply) equipment, which had been ordered by the New Zealand operator for whom the vehicle had been made.

The unladen dry weight is approximately 3 tons 4 cwt. and the kerb weight of the test chassis, complete with spare wheel and so forth, was 3 tons 7½ cwt. The chassis is recommended for a gross vehicle weight of 9 tons, and was tested at 2 cwt. above that figure, but in view of the low chassis weight it should be possible to mount a fully equipped 41-seat luxury body without exceeding an unladen weight of 5½ tons. Thus, for normal use in this country, the Pennine would operate at about a ton less than the weight at which it was tested.

For the first series of tests the chassis was taken to the outskirts of Manchester, where there is a wide level stretch of road suitable for unimpeded braking and acceleration tests. Good retardation figures were obtained without wheel-locking, and the smoothness of the system was noteworthy.

Not Run-in

As the vehicle had not left the factory gates before these tests were conducted, and the facings were in no way bedded-in, it is obvious that the normal retardation would be still better, but, even so, the figure obtained from 30 m.p.h. is sufficient for normal passenger comfort.

Although the hand brake travel was somewhat long, a reasonably satisfactory retardation figure was obtained, the Tapley meter showing an average reading of 23 per cent. when the brake was applied from 20 m.p.h.

For the acceleration tests through the gears the chassis was started off in second gear on each occasion and

the figures obtained verified my initial impression that this was one of the liveliest lightweight bus chassis on the road. The direct-drive times were particularly satisfactory, indicating that gear changing will be cut to a minimum even in heavy traffic.

Three sets of fuel-consumption figures were obtained over an undulating route which, among other hazards, included four sets of traffic lights. The first run was almost non-stop, although the indirect ratios had to be used on two occasions when approaching traffic lights, and the figure of 18.9 m.p.g. recorded by the calibrated test tank is highly commendable.

The next two tests were made to simulate light and heavy stage-carriage operation, the first with two stops and the second with six stops every mile. The chassis was accelerated fairly hard after each stop—20 m.p.h. being reached from a standstill in an average time of 14.5 seconds—and braking was invariably left to the last moment, as is the habit of so many bus drivers.

Thus the figures obtained are fully representative of what might be expected in service during peak periods when a full load is being carried practically the whole time. Unfortunately there was insufficient time to repeat this series of tests under part-load conditions, but from previous experience it would appear that the overall monthly fuel-consumption rate on normal urban bus service should be 17-18 m.p.g.

Buckstones Road, Shaw, a 1½-mile

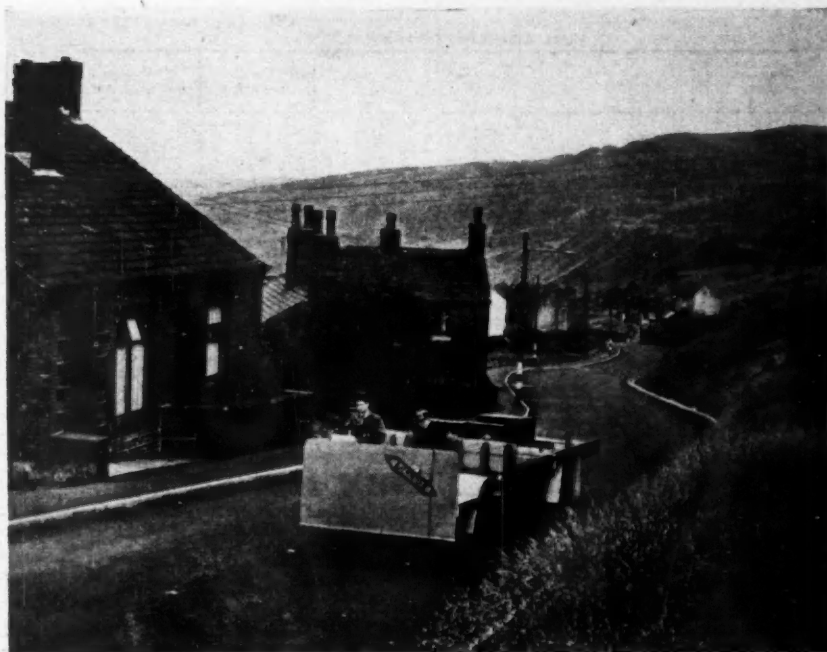
climb with an average gradient of 1 in 12, was used for the hill-climb and brake-fade tests. The ascent was made in an ambient temperature of 63° F. and was completed in the surprisingly short time of 6½ minutes.

The lowest gear used during the climb was third. It was engaged for 3 minutes 25 seconds and the minimum speed observed was 15 m.p.h. Because of the layout of the radiator header tank and its filler neck it was impossible to take direct water-temperature readings, but the instrument-panel thermometer, which records the cylinder-head temperature, did not show any marked rise.

Little Brake Fade

The hill was then descended in neutral with the foot brake applied to keep the speed down to 20 m.p.h. This test lasted 4½ minutes, and at the bottom of the hill a "crash" stop was made from 20 m.p.h. and the Tapley meter showed that the maximum efficiency had fallen by only 9 per cent., although the unbedded facings were smoking profusely. The value of the moulded facings in preventing fade was shown by the negligible increase in pedal travel during the descent.

Returning to the steepest section of the hill, at which point the slope is 1 in 6½, the chassis was stopped and despite the hot rear drums the hand brake held it reasonably easily. Smooth second-gear restarts were then made using about half throttle and without having to slip the clutch excessively.



FUEL CONSUMPTION ANALYSIS

Gross wt. (tons)	Test	Average m.p.g.	Average m.p.h.	Gross ton-m.p.g.	Time-load- mileage factor
9.1	Non-stop	18.9	28.7	172	4.936
9.1	Two stops per mile	16.2	23.1	147	3.396
9.1	Six stops per mile	10.3	17.75	93.7	1.663

ROAD TEST No. 640/M99—SEDDON PENNINE Mk. 19 BUS CHASSIS

MODEL: Seddon Pennine Mk. 19 16-ft. 4-in. wheelbase bus chassis with A.E.C. underfloor oil engine.

WEIGHTS:

	Tons	cwt.	qr.
Unladen chassis (kerb weight)	3	7	2
Payload	5	11	0
Driver, observer, etc.	3	2	
	9	2	0

DISTRIBUTION:

Front axle	3	5	3
Rear axle	5	16	1

ENGINE: A.E.C. AH 410 six-cylindered direct-injection horizontal oil engine; bore 105 mm. (4.133 in.); stroke 130 mm. (5.118 in.); piston-swept volume 6.75 litres (410 cu. in.); maximum net output 98 b.h.p. at 2,000 r.p.m.; R.A.C. rating 41 h.p.; maximum net torque 285 lb.-ft. at 1,200 r.p.m.

TRANSMISSION: Through 15.375-in.-diameter single-dry-plate clutch to five-speed synchromesh gearbox, thence by one-piece propeller shaft to the fully floating spiral-bevel rear axle.

GEAR RATIOS: 6.25, 4.4, 2.65, 1.56 and 1 to 1 forward; reverse 6.01 to 1; rear-axle ratio 6.16 to 1.

BRAKES: Girling hydraulic system, with two-leading-shoe units at all wheels and Clayton Dewandre HSR5/B12 Hydrovac vacuum servo. Hand brake linked mechanically to rear wheels only. Diameter of drums, front, 16 in., rear 15.25 in.; width of facings, front, 3 in., rear 5 in.; total frictional area 412 sq. in., that is 45.4 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel channel section with six pressed-steel and three tubular cross-members bolted in position.

STEERING: Maries cam and double roller.



FIRING ORDER 1-5-3-6-2-4

COMPRESSION RATIO 16:1

VALVE CLEARANCE 0.007"

SUSPENSION: Semi-elliptic springs, with telescopic dampers at front axle.

ELECTRICAL: 24v. compensated-voltage-control system with 154-amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 30-gal., non-stop range approximately 570 miles.

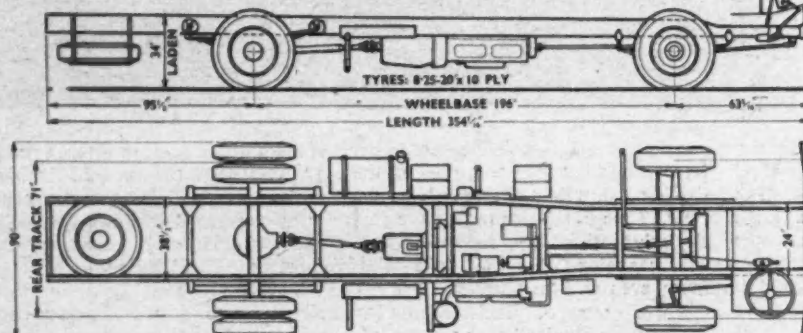
ACCELERATION: Through gears, 0-20 m.p.h., 10.8 sec.; 0-30 m.p.h., 22 sec.; direct drive, 10-20 m.p.h., 11.1 sec.; 10-30 m.p.h., 22.4 sec.

BRAKING: From 20 m.p.h., 28 ft. (15.5 ft. per sec. per sec.); from 30 m.p.h., 51 ft. (19 ft. per sec. per sec.).

WEIGHT RATIO: 0.538 b.h.p. per cwt. gross weight as tested.

TURNING CIRCLES: 65.5 ft. both locks.

MAKERS: Seddon Diesel Vehicles Ltd., Oldham, Lancs.



Acceleration and hill-climb performances obtained during the test seemed to indicate that the 4.77-to-1 axle ratio should be satisfactory even for bus working where there are no exceptionally steep hills.

Certainly the overall fuel consumption would be even better and, in view of the high engine-torque output, the acceleration might also be improved. With the low-ratio axle the standard bottom gear of 6.25 to 1 should become necessary only when making restarts on hills steeper than 1 in 5.

Handles Well

The Pennine Mk. 19 chassis handles well on the road, the steering being light but positive at normal speeds and by no means heavy at shunting pace. The castor action is of great assistance when cornering quickly.

Indeed, the cornering power of the chassis is such that the very sharp left-hand turn in the drive-way leading to the Seddon factory could be taken safely at almost 35 m.p.h., at which speed the small private car which was following became decidedly unstable.

The general liveliness of the chassis

was outstanding and the gearing gave a maximum speed of approximately 42 m.p.h.: this would be increased to about 54 m.p.h. with the 4.77-to-1 ratio. The suspension appeared to be adequate, so far as could be judged from the driving seat of an open chas-

sis. Only because the engine idling speed had been set a little too low was there any vibration transmitted to the frame; at higher speeds it was absorbed by the rubber mountings.

Engine Maintenance

So far as maintenance is concerned, this new Seddon chassis follows fairly conventional practice with respect to the location of the main running units. The engine accessories are placed so that such items as the fuel-injection pump, dynamo and starter can be reached through a floor trap, whilst the cylinder heads protrude from below the off-side frame member for easy access through hinged skirt panels.

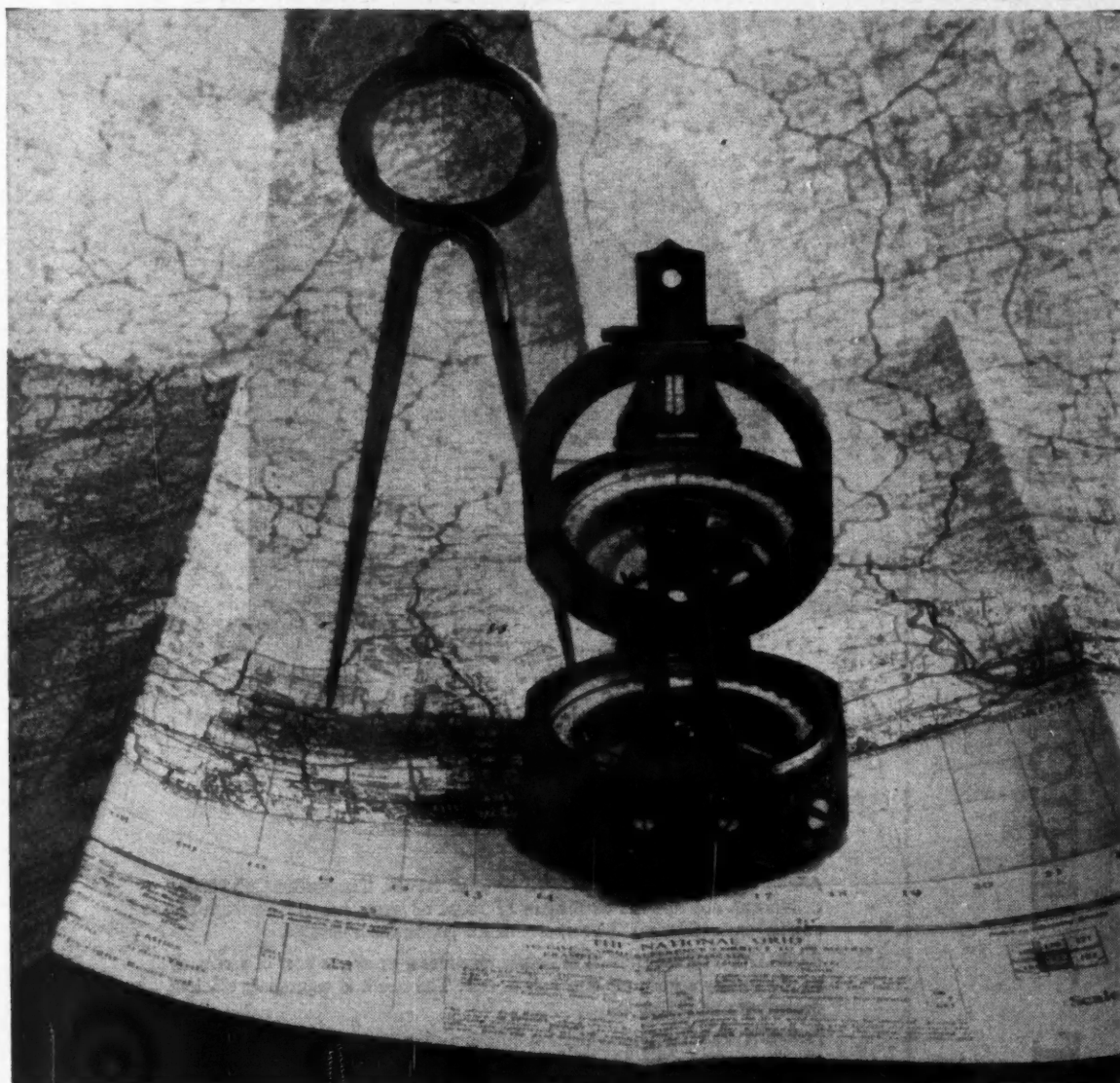
The Pennine Mk. 19 chassis is only the second underfloor horizontal-engined design to be produced by Seddon Diesel Vehicles, Ltd., but it proves to be a most satisfactory combination of components. Its simplicity and standardized units ensure low initial cost and subsequent maintenance expense, whilst the straightforward frame layout should simplify body mounting.

All About the New Models

ANNOUNCEMENTS of new models by manufacturers began in "The Commercial Motor" on July 4, when the new Albion Chieftain 7-tonners and Claymore 4-tonners and 5-tonners were described. The new Dennis Paravan 3-tonner, specially designed for parcels delivery, was described on August 8, and the latest Guy Invincible goods range on August 15.

New Seddon developments are described this week. More new models will be announced next week and in every issue until the Commercial Motor Show opens on September 26.

These are all issues to be read and filed carefully.



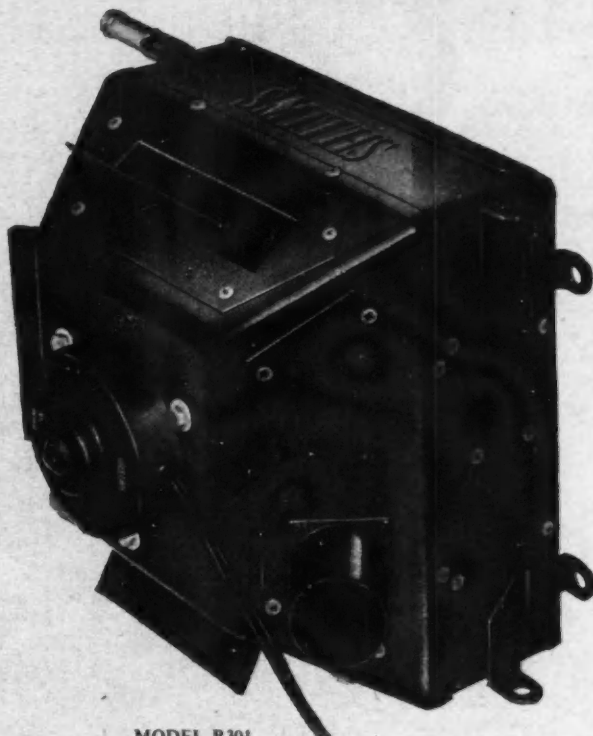
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MODEL R301

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PERFECT VENTILATION. Used as a fresh-air heater, the Smiths Cab Heater provides a constant supply of fresh, warm air, keeps the driver both comfortable and alert.

SMALL SIZE. The heater fits handily into very small spaces: it is only 8½" square x 6¼" deep.

EASY INSTALLATION. Full fitting instructions and a fitting kit complete to the last nut and bolt make installation a simple job. By sacrificing the advantages of ventilation, the heater can also be fitted as a recirculation heater, and installation is then simpler still.

RETAIL PRICE : £12. 10. 0

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CAB HEATER

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Political Commentary

By JANUS

Many Problems in One

EPITHETS, most of them not complimentary, tend to become permanently attached to the things we do not like. Taxation, for the people who have to pay it, is almost always penal; competition, for the people who have to meet it, is cut-throat and uneconomic; for the people using them, roads are miserably inadequate; private enterprise is lawless; and nationalization is a stagnant pool.

When, therefore, Sir John Nott-Bower, Metropolitan Police Commissioner, in his annual report to the Home Secretary, speaks of the "appalling toll of road accidents," he is not coining the phrase. He is seeking to emphasize the seriousness of the situation in order to explain why so many police have to be kept on traffic duties at a time when London's crime record is steadily getting worse.

It is not certain, however, that the continual use of harsh epithets achieves the right effect, at least so far as road accidents are concerned. Most road users are careful and considerate, and most of the remainder fancy themselves to be the same. They cannot imagine the use of words such as "appalling" in respect of their own conduct. They are tempted towards the dangerous opinion that accidents are among the not quite respectable things that happen to other people.

Sir John strengthens the opinion by stressing that in the Metropolitan police district last year, out of a total of 96 cases of death by criminal violence, no fewer than 37 were caused by dangerous driving. To this figure, almost by way of an afterthought, he adds the 632 other fatal road accidents. He evidently regards them as all very much on the same level, for he goes on to say: "It will be obvious that the widespread misery and human suffering caused by these deaths on the road are in themselves sufficient justification for constant vigilance on the part of the police."

All Too Real

Quite clearly, this is not wholly true. There are many accidents because of such things as bad roads, bad weather, human error and folly, that the police force, however strongly manned, could do nothing to prevent. The misery and the human suffering are all too real, but they must not be allowed to foster the idea that all road accidents are of the same kind. It must always be remembered that there is not one road accident problem, but several.

The point seems to be well understood by the Royal Society for the Prevention of Accidents. Their publication, "Road Accident Statistics, 1957," analyses the evidence from several points of view, with the help of 23 tables and five diagrams. The general picture is melancholy. The total of 273,858 people killed and injured in 1957 was the highest ever recorded, in other words the highest ever, for the records go back to 1909. There were 5,550 deaths, an increase of 183 over the 1956 total. The figure was exceeded, however, and in some cases greatly exceeded, in each year between 1928 and 1944 inclusive.

The only big increase in casualties during 1957 was among the users of motorcycles. The number rose by 13.4 per cent. for the motorcyclists themselves, and by 11.2 per cent. for their passengers. During the year, there was an increase of only 10 per cent. in the number of motorcycles licensed. Casualties to pedestrians dropped by 3.1 per cent., and to drivers by 1.5 per cent., although all types of road vehicle increased in number, and the resident population also went up.

The most satisfying feature was the reduction in the

number of accidents to children under 15. The total of 629 child deaths is easily the lowest ever recorded since road accident figures were first kept. Despite increasing traffic intensity and the steady rise in population, fewer children have been killed in the past five years than in any other comparable period for which statistics are available.

As a proportion of the number of vehicles on the road, there are fewer casualties each year. Road deaths per 100,000 vehicles were 75 in 1957, as compared with 80 in 1956, and 215 in 1938. For the same number of vehicles, there were 3,690 casualties last year, 3,990 the year before, and 7,550 in 1938.

The total of 338,435 vehicles involved in accidents in 1957 was higher than in any previous year, and 3,309 more than in 1956. Most of the categories of vehicles showed some increase. The annual figure for passenger vehicles has shown a fairly steady decline since 1951; for goods vehicles the decline dates from 1955.

Sixth Sense

It would not be scientific to draw from these figures definite conclusions, such as that bus, coach and lorry drivers are becoming more skilful, or that children are acquiring a sixth sense for use on the roads, or even that motorcyclists are more reckless than they used to be. It is sufficient to note that, from whatever point of view one begins, the pattern is different; and that the various methods being used to reduce the rate of road accidents are having some effect, although still not enough to be satisfactory.

The best methods are those that are suited to a particular aspect of the road-accident problem, and are not merely generalized expressions of horror. If the ordinary road user is consistently made to feel that every accident on the road is intrinsically different from an accident in the home or at work, he may tend to put the matter out of his mind, or to suspect all road safety propaganda.

The bad though well-intentioned habit of dragging the road-accident problem into most undesirable contexts is growing. Atrocities and disasters are minimized, although that is not the intended effect, by pointing out that they cause less suffering and death than road vehicles. In small doses, the comparison may be salutary. We need no startling posters or loudspeaker vans to help us feel the tragedy of the loss of life, limbs and faculties in a war, or a battle, or an air raid.

The mistake is to make the comparison too frequently. Repetition dulls the edge of our feeling. Worse still, there comes the stage when we imagine that there is some genuine resemblance, apart from the accidental statistical one, and that the comparison is valid as well as vivid. From this point, it is only a step to the idea that war is not so horrible after all.

For, whatever the statistics, we do not really believe that accidents of any kind can in any proper sense be equated with war casualties. The ultimate absurdity of arguments seeking to prove the contrary was provided the other day by a spokesman on the subject of the United Nations' document on the effects of atomic radiation. He is reported to have said that such radiation caused only a small fraction of the number of deaths through leukaemia, and that that number was much less than the annual total of road fatalities.



This splitter column was conveyed by Siddle C. Cook, Ltd., from T. B. Pearson and Sons, Ltd., Walker-on-Tyne, to Shellhaven refinery. It weighed 51 tons and was 150 ft. long by 10 ft. in diameter. A Foden six-wheeled tractor headed the outfit. The load was one of the biggest handled in recent years by Cook's.

By
G. Duncan Jewell

THE growth of Britain's steel industry has brought prosperity to many transport concerns, and a notable example has been the steady expansion of Siddle C. Cook, Ltd., Consett, in the heavy haulage field. They exemplify the success which has attended specialization in the past decade. In addition to low-loaders of the conventional type, the company operate telescopic bolster trailers (pole wagons) designed and built at their Consett headquarters for excessively long loads of steel, timber and pre-fabricated concrete.

Started by Thomas Cook at Shotley Bridge in 1891, the business was moved to Taylor Street, Consett, in 1909. They were then engaged in general carting, using tipping and platform vehicles together with 22 horses. An offshoot was funeral furnishing for which a number of hearses was kept.

Daughters Driving

During the first world war, Mr. Cook became a general carrier between Consett and Newcastle upon Tyne. The first motor vehicles, a Napier and a chain-driven Daimler, were purchased in 1914, and during the war Commerc were used on road haulage during the week, and these were fitted with wooden forms on Saturdays and Sundays and used for excursions to the coast. Three of his daughters were driving at this time.

A regular bus service was instituted between Consett and Redgate in 1917, starting with horse brakes and then changing to Daimlers. In 1926, this was extended to Stanhope. The passenger side of the business was disposed of in 1939: the Consett to Tow Law portion to the Northern General

DETERMINATION YIELDS

Transport Co., Ltd., and that from Tow Law to Stanhope to Weardale Motor Services, Ltd.

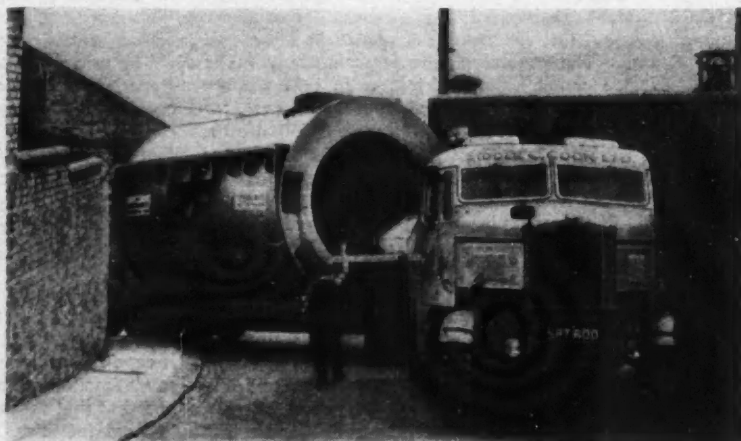
The present managing director, Mr. Siddle C. Cook, took over from his father in 1942. The fleet then consisted of 11 vehicles, including Fodens and Bedfords, most of which were articulated pole-trailers designed and built by themselves for the timber trade.

In 1945 a limited company was formed with Mr. Cook and his family as directors, which took over the operation of four articulated outfits under A defence permits and seven more on contract-A licence. In 1946 they were authorized to operate an additional four vehicles and trailers under B defence permits with conditions, "timber, road materials and coal." At the end of the war they were granted 10 "artics" and one flat on A

licence, and four vehicles and trailers on B licence.

A subsidiary coach business, operating workmen's services and private hire, came into being in 1946. The main work was the conveyance of workmen from Newcastle and Sunderland to the Consett Iron Company's works. Trouble with the coach drivers in 1953, who demanded the same overtime rates as the haulage drivers, culminated in Mr. Cook's suspending the service and selling the coaches.

The company gradually replaced their old petrol vehicles with oilers, mainly E.R.F. models, and had 15 vehicles when they were partially nationalized in 1951. Eleven were taken, and they were left with four pole-wagons on heavy haulage. A further four vehicles were put on contract-A licence to the Red Mires Sand



A particularly tricky corner had to be negotiated by this Scammell six-wheeled tractor when driving out of a factory yard with a steel casing on the low-loading semi-trailer.

This crane girder, supported on a Foden six-wheeled tractor and an eight-wheeled bogie, is another massive load consigned to Siddle C. Cook, Ltd. The company are re-equipping their fleet with new vehicles after a period of purchasing used models because of the heavy capital outlay involved. They now have 40 vehicles, including 30 "artics."



and Gravel Co., Ltd., and Messrs. Tunnicliffe's, timber merchants. In 1952, the business of Messrs. E. Hunt, Tow Law, was acquired and an A licence granted for two vehicles.

By 1953, timber haulage, which had

In September, 1955, the business of Messrs. G. Minnigan, Consett, consisting of four B-licensed "flats," was acquired, and special-A license purchases have included a 45-ton low-loader. Traffics include steel to Leeds

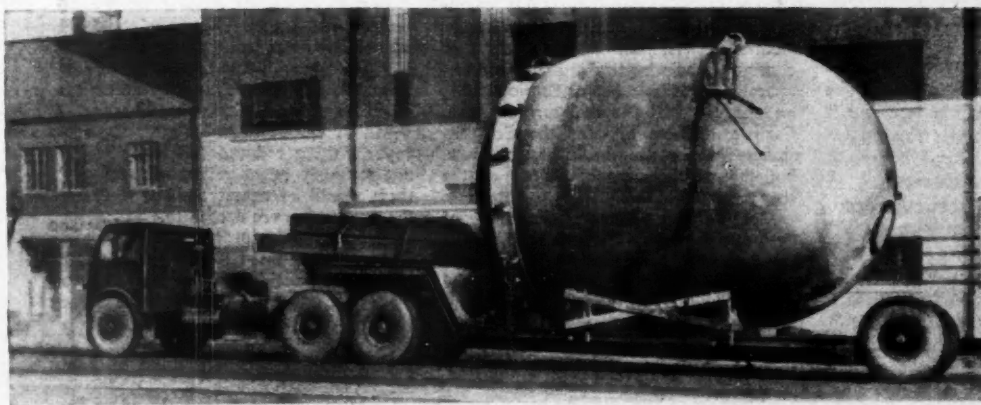
increases have been refused. For other heavy haulage work there are six low-loaders. The largest of them is a 50-tonner, and there are three 30-tonners. Two large special-A trailers have recently been purchased with the intention of increasing low-loading carrying capacity to 100 tons. The tractors used for this work are all Scammells, and a large traffic is done in machinery, excavators, and open-cast coal equipment.

A typical example of the service offered is a recent load to Glasgow, consisting of a stern frame 30 ft. high, 20 ft. wide and weighing 35 tons. Brought down from Glasgow by British Road Services to Swan, Hunter and Wigham Richardson, Ltd., Wallsend, for a new tanker, there was an accident in the works necessitating its immediate return to Glasgow. B.R.S. were unable to provide a vehicle at short notice, but Cook's had one ready for the road within six hours of a request being made, and arrived at the works at 7 o'clock on the Friday night. The frame was loaded by 9.15 p.m., was in Glasgow by 6 a.m. Saturday, and the vehicle back in Wallsend for 3.30 p.m. Sunday.

Other recent work has been the conveyance of 900 tons of miscellaneous steel sections and girders to the new Barclays Bank building in Old Broad Street, London. Some of the girders,

51 ft. long and weighing 35 tons, can be delivered only at week-ends because of traffic difficulties in the City.

A copper oxygen cylinder being delivered from Glasgow on a low-loading semi-trailer drawn by a long-wheelbase six-wheeled tractor. Michelin Metallic tyres have been found ideal for heavy vehicles.



PROSPERITY

originated with horse-drawn drags, was substantial, and took the vehicles to all parts of the country. Heavy haulage was also being done for the South Durham Iron and Steel Co., Ltd., Middlesbrough, and the Redheugh Iron and Steel Co. (1936), Ltd., Gateshead. New opportunities arose with the expansion of the Consett Iron Company, and during the period 1953-56, 16 vehicles were authorized to them under contract-A licence.

During this time and up to the present day, increasing business resulted in many applications to the Northern Licensing Authority for additional vehicles and substitutions. Four additional articulated outfits were added to the public A fleet, plus two vehicles for maintenance. Applications to transfer the contract vehicles with the Consett Iron Company to A licence, for economic reasons, have been consistently refused.

Success Gained By Company Specializing in Heavy Haulage for the Steel Industry: Emphasis on Thorough Maintenance: Heavy Telephone Bill Incurred Through Need to Sub-contract

and Rotherham daily, with return loads of bagged lime from Buxton, and a contract for the carriage of 3,674 tons of piling bars 76-96 ft. long to Bradwell power station, Essex. Four to five vehicles are regularly employed on this work, returning with prefabricated concrete to Blyth and Hartlepoons.

There is a big demand in the area for pole-wagons, eight of which are in constant use. Mr. Cook considers the work offered would employ at least three more, but applications for

Girders 72 ft. long, 10 ft. wide and weighing 28 tons; are also being delivered to Aberthaw power station, South Wales. One of the biggest jobs in recent years was the conveyance from Walker-on-Tyne to Shellhaven, in 1956, of a cat splitter, 150 ft. long, 10 ft. wide and weighing 51 tons.

Although, in the early days, used vehicles were bought because of the heavy capital outlay required for new ones, the last two years have seen the reversal of this policy and the present fleet of 40 vehicles, which consists of 30 "artics" and 10 rigids—20 on public A licence, seven on B, and 13 on contract-A—is in process of modernization and will shortly have been completely re-equipped with new vehicles.

The new programme, for reasons of economics, involves a certain amount of telescoping by replacing small vehicles with larger ones. In some cases it is hoped to surrender two for one of equal carrying capacity. Four new Guy eight-wheelers have been purchased in the past nine months, and two more are on order.

Because of the company's inability to get as many additional vehicles authorized as they would like, hiring runs at a high rate, monthly figures from September, 1957, to March, 1958, were: £2,800, £2,821, £2,694, £3,400, £2,736, £2,805 and £7,621. Suitable vehicles are hard to obtain and a large proportion of the half-yearly telephone bill, approaching £700, is due to ringing round for vehicles.

Modern Garage

The company's headquarters at Consett, built on an old quarry site in 1952, include a modern steel-framed garage and workshop 120 ft. long and 60 ft. wide. Offices were built in 1953 by converting dwelling-houses at the side of the site, and the administration was transferred from the original premises at Taylor Street.

A new two-storey steel and brick extension 100 ft. long and 20 ft. wide is in course of erection. It will house the coachbuilding and paint sections on the ground floor, whilst the first floor will be used for the stores. The present stores in the main building is to be converted into an electrical maintenance and fuel-injection store, with pump and injector calibrators. A mobile 10-ton crane is another projected piece of new equipment. At present the workshop is equipped with a Dominion universal wood-working machine, a 22-in. Wilson band saw, a Bussgreen spindle moulder, an Asquith radial arm drill, Wickham steam cleaner for engines and chassis, and mobile Tecalemit high-pressure greasing plant.

n38

All maintenance and rebuilding is dealt with except crankshaft regrinding.

Maintenance is an important feature and the company retain Mr. L. H. Challis, formerly a certifying officer to the Northern Licensing Authority, to examine all the available vehicles two or three times a week, and make a list of requirements which are entered on a defects sheet.

Vehicles have a complete overhaul after 18 months, and there is a periodic mileage check for oil changing and tyres. So far as tyres are concerned, Michelin Metallics have been found ideal for the heavy vehicles, particularly for low-loader work, on which they average 50,000 miles. Henley covers are used for the smaller vehicles.

Individual Records

During the past five years, records have been kept for each individual vehicle, and tyre average for all types is 3d. per mile. Since the employment of Mr. Challis, maintenance charges have dropped from £44,000 a year to £35,000. The drivers sign for, and are responsible for, vehicle equipment. Ropes, sheets, chains, chain-binders and tail-lamp glasses have the biggest pilferage average. Electrical repairs are one of the biggest items, due to trailer changeover, resulting in broken leads and similar faults.

Mr. Cook gives bonus incentives, and considers he has some of the best drivers in the country. Three of them were awarded gold watches in 1958 after 25 years' service. His son, 22-year-old Geoffrey E. Cook, after going through the shops and acting as driver's mate, is now garage manager and is studying the technical side of the business. Other key men are the company secretary, Mr. J. F. Wilson, with six years' service, and Mr. J. W. Wrightson, who is responsible for

routing the heavy loads. There is an office staff of seven, and maintenance accounts for two mechanics, three apprentices, a joiner and coachbuilder and an electrician-welder.

Mr. Cook upholds the principle of a reasonable rate for the job, and his vehicles return empty rather than accept low rates. Work is still increasing and new customers are added every year. All profits have been ploughed back into the business, and the oldest vehicle now operating is a 1950 model. Eight-wheeled Guys have given satisfactory service, and Scammells are favoured for the articulated outfits. Vehicles are replaced and written off in 10 years. Gardner engines are standard for the company and are regarded as eminently satisfactory, giving 12 m.p.g. on the heavier vehicles, and being simple to maintain as parts are interchangeable.

Profit Figures

The progress of the business is shown by the turnover and percentage of profit figures from 1952 to 1958. Turnover has increased from £41,147 in 1952 to £215,578 for the year ended March, 1958. Since 1954, the profit on the turnover figures has been 24.2, 21.1, 22.6, 16.6 and 23.4 per cent. for each year.

Two of Mr. Cook's brothers are also in the haulage business in the area, Mr. M. Cook at Stocksfield, with 14 vehicles on general traffic, and Mr. S. Cook, who has a one-man business in Consett. Siddle C. Cook, Ltd., remain a family business, and although the threat of renationalization has retarded progress somewhat, Mr. Cook has, in the 16 years he has been in control, evolved a prosperous and economically sound unit by up-to-date methods of fleet maintenance and work study, coupled with hard work and a determination to stand on his own feet.

1,500 People Petition for Bus Route Change

A PETITION signed by 1,500 people was handed to the Northern Traffic Commissioners, last week, when they continued their inquiry into bus services operated by Ribbles Motor Services, Ltd., on the Harrowby neighbourhood unit, Carlisle. Ribbles opposed the Commissioners' proposal to have a circular route, but the petition was in favour of the suggestion.

Mr. William Hunter, chairman of Carlisle Transport Committee for four years, said the present route did not cater for schools or for the estate's industrial site. When the existing services were put forward by Ribbles, the committee agreed to them temporarily, but the Commissioners' scheme would be a big improvement.

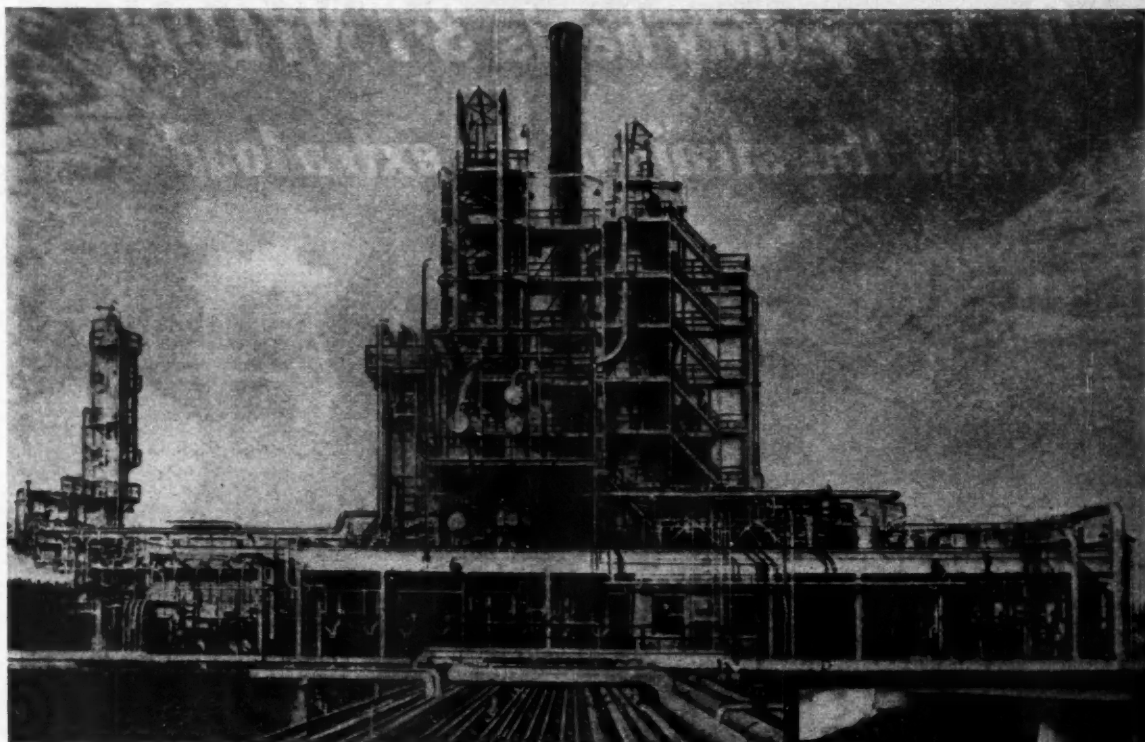
In reply, Mr. F. D. Walker, for Ribbles, pointed out that 91 per cent. of the 2,023 houses on the estate were not more than 220 yards from a bus route. If the new scheme were accepted, another 56 houses might be brought within that distance.

Mr. J. G. Hawkins, deputy city surveyor, said a reduced frequency would not seriously affect residents. Many of them would be nearer the bus routes if the proposals were agreed to.

A police sergeant told the Commissioners that between 1948 and 1957 there had been 14 accidents involving buses on the estate. It would be better if these vehicles used the wider roads now suggested, he said.

The hearing was adjourned to September 24.

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A Mobil tanker driver checks a Mobilgas delivery by flow meter.

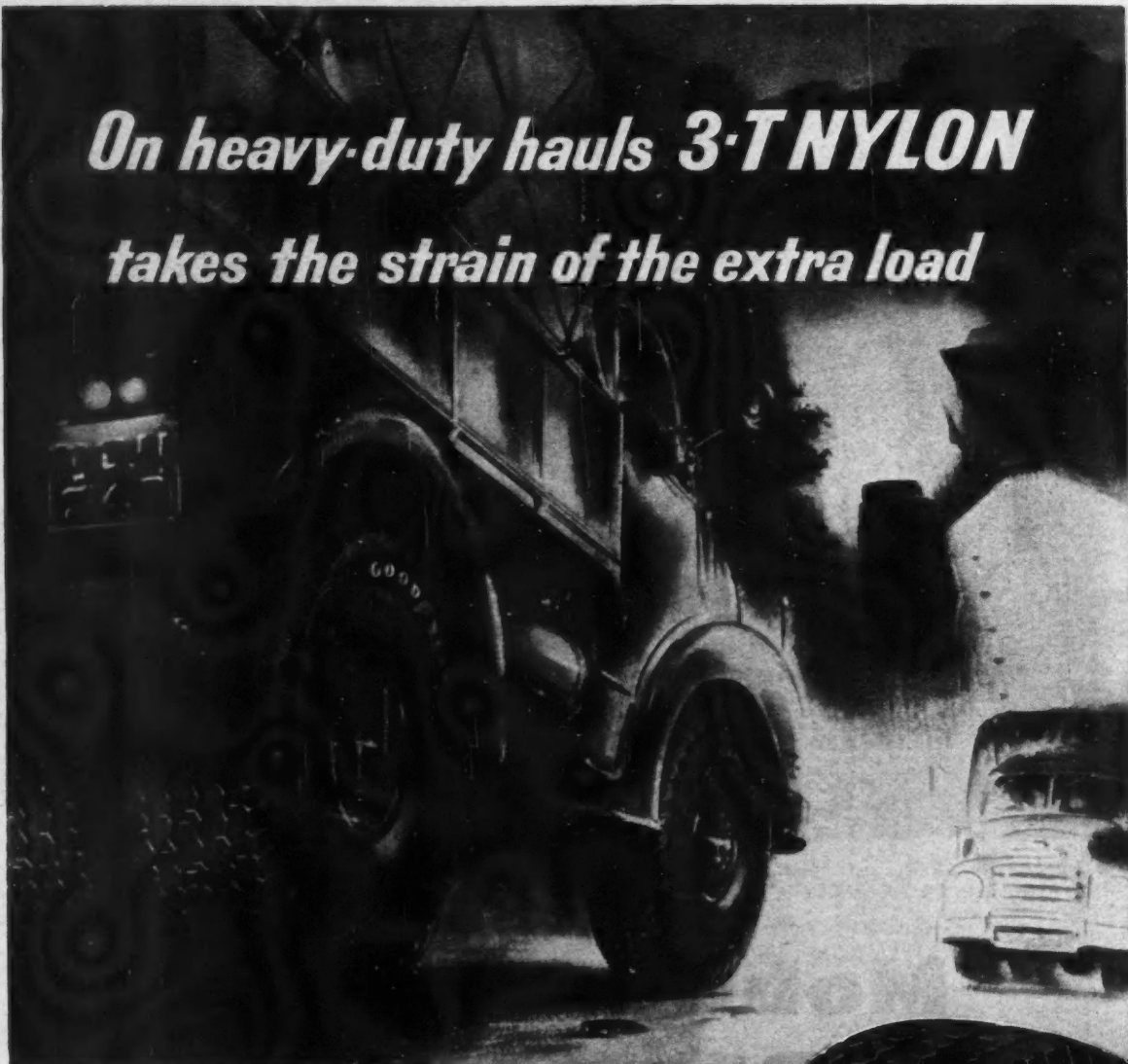
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*Range of Vehicles Adjusted to Modern Trends : Basic Principles
Remain : Incorporation of R.H.(64) Wage Rates for Goods
Vehicles : Some Overall Simplification*

THE 43rd edition of "The Commercial Motor" Tables of Operating Costs" will be published in booklet form on September 26—the day the Commercial Motor Show opens. Meanwhile, some selected extracts are given on the next four pages to show the operating costs and recommended minimum charges for the more popular types of vehicle. These include four-wheeled petrol- and oil-engined goods vehicles ranging from 5 cwt. to 9 tons payload; oil-engined six- and eight-wheeled rigid; oil-engined five-, six- and eight-wheeled "artics," and oil-engined buses and coaches.

The five remaining tables included in the booklet, but not published here, detail the operating costs of petrol-engined articulated and electric goods vehicles; petrol-engined buses and coaches, and private, staff and hire cars.

All the "Tables" have been completely revised, commencing with a reassessment of the range and groups of vehicles to be included. Every available manufacturer's price list has been scrutinized to obtain the basis for a fair average price for each size and type of vehicle. Tyre and vehicle insurance costs have also been carefully reviewed.

The range of oil-engined four-wheeled goods vehicles has been extended to include 7-, 8- and 9-tonners. For convenience, the cost of operating a drawbar trailer is shown alongside that of the four-wheeled and six- or eight-wheeled rigid oilers. In accordance with modern trends, the larger petrol-engined vehicle has been deleted from some of the "Tables" in favour of the oiler.

Maintenance Items Combined

In the interests of increased simplicity and clarity, the two former items of maintenance—routine servicing and maintenance (d) and repairs and overhauls (e)—have been consolidated. Similarly, the number of tables of running costs for the higher weekly mileages (usually above 600-800) has been reduced when the variation in the cost per mile was shown to be comparatively small. The total operating costs and recommended minimum charges, however, cover a similar range of weekly mileages.

As the figures shown in the "Tables" are averages based on the experience of many operators throughout the country, users having exceptional geographical or traffic conditions should make appropriate adjustments to their individual costings.

It is when charges are considered along with costs that a new element is introduced. In terms of time, actual cost (as distinct from estimated cost) relates only to the past. Rates and charges, however, must be available for use immediately as well as for future quotations.

This combination of costs based on past results and future estimates is the underlying principle of commercial-vehicle costing. Such forecasts can be made satisfactorily only by reference to accurate costing of vehicles operating under similar conditions in the past, coupled with as much foreknowledge of future cost trends as is available. One of the main purposes of "The Commercial Motor" Tables of Operating Costs" is to provide just such a yardstick for users until they can make use of figures based on their own past operations.

Recommended minimum charges shown in the "Tables" should not be adopted until all relevant factors concerning individual quotations have been carefully considered. As regards both costs and charges, it is equally important to bear in mind that the accuracy of estimates invariably depends on

the extent of the operator's practical experience. With little or no such experience, the underlying meaning of the various items that go to make up the "Tables of Operating Costs" could easily be misinterpreted.

Unfortunately, the continued rise in the cost of most items is reflected in these "Tables," as compared with the previous edition. The increases in haulage wages which came into operation as from July 16, with the issue of R.H.(64), are incorporated in the operating costs of goods vehicles, the rates for Grade 1 being used. Increases in repair-staff wages, as well as in the cost of spares, are reflected in higher maintenance costs. Insurance premiums were raised by approximately 12½ per cent. on July 1, 1957, in addition to which the upgrading of several areas also meant higher premiums for some operators.

Account has also been taken of the raised charges for many of the items which go to make up establishment costs. These could include expenses incurred in management, office equipment and staffing, representatives' salaries, advertising, professional services and the provision of an auxiliary fleet, including replacement vehicles, service vans and breakdown recovery vehicles. Apart from the increase in the cost of the individual items in this group, in recent years there has been an addition to their number as a result of a greater demand from customers for ancillary services involving capital expenditure, such as mechanical lifting devices and possibly warehousing.

In response to readers' requests and in an endeavour to make the "Tables" more readily adaptable to their immediate use, there has been a change in the basis on which fuel costs have been calculated. Whilst it is realized that over the whole range of operators, large or small, goods or passenger, some will buy fuel at retail price from a local garage, whilst others will have their own storage and buy at bulk-delivery price, it has been considered that the latter would be in the majority. Fuel costs have, therefore, been based on the bulk wholesale price for standard motor spirit and oil fuel in the outer zone.

An exception is made, however, in the case of private, staff and hire cars, for which it is considered more appropriate to base the cost of fuel on the retail price of premium motor spirit. For users who purchase their fuel at other rates, an abbreviated ready reckoner is included in the booklet, so that this item of cost can be adjusted accordingly.

Time and Mileage*

The two fundamental elements in vehicle operation—time and mileage—are reflected in the method used to compile the "Tables." All expenditure directly chargeable to the operation of specific vehicles is correspondingly divided into two groups—standing costs and running costs.

Standing costs are shown as a weekly expenditure (and additionally per hour), whilst running costs are totalled in pence per mile calculated to two places of decimals. Total operating costs are obtained from the addition of standing and running costs, thereby implying a known, or agreed estimated, mileage for whatever period is under consideration. The "Tables" are, therefore, calculated for varying groups of weekly mileages appropriate to each type of vehicle.

Actually there is a slight misnomer in the use of the term "standing costs," as they have to be met throughout the period the vehicle is in the operator's possession, regardless of whether it is literally standing or mobile. It is considered, however, in this era of inflation, that the alternative term "fixed costs" would be an even greater misnomer.

GOODS VEHICLES — Petrol-engined — Four-wheeled

Load carried	5 cwt.	10 cwt.	15 cwt.	1 ton	1½ tons	2 tons	3 tons	4 tons	5 tons	6 tons	7 tons	Load carried	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
STANDING COSTS												STANDING COSTS	
(per week)												(per week)	
Licences	6 0	6 0	8 0	8 0	9 0	10 0	11 0	12 0	13 0	13 0	14 0	Licences	186 3
Wages	179 0	179 0	179 0	179 0	179 0	179 0	179 0	179 0	179 0	186 3	186 3	Wages	11 6
Rent and Rates	6 6	7 0	7 6	8 0	8 6	9 0	9 6	10 0	10 6	11 0	11 6	Rent and Rates	18 0
Insurance	6 3	7 6	8 5	8 8	8 10	9 1	9 7	10 5	12 10	15 2	18 0	Insurance	16 9
Interest	5 7	6 7	7 5	10 2	10 10	12 0	12 0	13 2	14 5	16 5	16 9	Interest	246 6
Totals (per week)	203 4	206 1	210 4	213 10	216 2	219 1	221 1	224 7	229 9	241 10	246 6	Totals (per week)	5 7
(per hour)	4 7½	4 8½	4 9½	4 10½	4 11	4 11½	5 0½	5 1½	5 2½	5 5½	5 7½	(per hour)	
RUNNING COSTS												RUNNING COSTS	
(pence per mile)												(pence per mile)	
200 Miles per Week												200 Miles per Week	
Fuel	1.55	1.70	2.47	2.75	2.91	3.09	3.30	3.53	4.12	4.50	4.95	Fuel	0.27
Lubricants	0.15	0.16	0.18	0.19	0.19	0.20	0.21	0.22	0.24	0.25	0.27	Lubricants	1.60
Tyres	0.36	0.48	0.60	0.72	0.76	0.80	0.88	1.04	1.28	1.44	1.60	Tyres	2.63
Maintenance	0.95	1.13	1.23	1.43	1.70	1.93	2.01	2.46	2.86	3.14	3.48	Maintenance	2.18
Depreciation	1.30	1.35	1.41	1.45	1.50	1.64	1.66	1.80	1.90	2.11	2.18	Depreciation	12.48
Totals	4.31	4.82	5.89	6.54	7.06	7.66	8.06	9.05	10.40	11.44	12.48	Totals	
400 Miles per Week												400 Miles per Week	
Fuel	1.41	1.55	2.25	2.50	2.65	2.81	3.00	3.21	3.75	4.09	4.50	Fuel	0.26
Lubricants	0.13	0.14	0.15	0.17	0.17	0.18	0.21	0.22	0.23	0.25	0.26	Lubricants	1.60
Tyres	0.36	0.48	0.60	0.72	0.76	0.80	0.88	1.04	1.28	1.44	1.60	Tyres	2.63
Maintenance	0.69	0.85	0.92	1.09	1.36	1.53	1.66	1.93	2.22	2.44	2.63	Maintenance	1.98
Depreciation	1.18	1.23	1.28	1.32	1.36	1.49	1.51	1.64	1.73	1.92	1.98	Depreciation	10.97
Totals	3.77	4.25	5.20	5.80	6.30	6.81	7.26	8.04	9.21	10.14	10.97	Totals	
600 Miles per Week and Upwards												600 Miles per Week and Upwards	
Fuel	1.41	1.55	2.25	2.50	2.65	2.81	3.00	3.21	3.75	4.09	4.50	Fuel	0.26
Lubricants	0.13	0.14	0.15	0.17	0.17	0.18	0.21	0.22	0.23	0.25	0.26	Lubricants	1.60
Tyres	0.36	0.48	0.60	0.72	0.76	0.80	0.88	1.04	1.28	1.44	1.60	Tyres	2.63
Maintenance	0.61	0.75	0.82	0.97	1.13	1.40	1.53	1.77	2.07	2.28	2.43	Maintenance	1.98
Depreciation	1.18	1.23	1.28	1.32	1.36	1.49	1.51	1.64	1.73	1.92	1.98	Depreciation	10.77
Totals	3.69	4.15	5.10	5.68	6.07	6.68	7.13	7.88	9.06	9.98	10.77	Totals	
TOTAL OPERATING COST—per Mile													
Miles per week	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	Miles per week	
200	16.51	17.19	18.51	19.37	20.03	20.81	21.33	22.53	24.19	25.95	27.27	200	
400	9.87	10.44	11.51	12.22	12.79	13.38	13.89	14.78	16.10	17.40	18.37	400	
600	7.76	8.28	9.31	9.96	10.40	11.07	11.56	12.38	13.66	14.82	15.70	600	
800	6.74	7.25	8.26	8.89	9.32	9.97	10.45	11.25	12.51	13.61	14.47	800	
1000	6.13	6.62	7.62	8.25	8.66	9.31	9.78	10.57	11.82	12.88	13.73	1000	
TOTAL OPERATING COST—per Week													
200	£ 13 15	£ 14 7	£ 15 9	£ 16 3	£ 16 14	£ 17 7	£ 17 16	£ 18 16	£ 20 3	£ 21 13	£ 22 15	200	
400	16 9	17 8	19 4	20 7	21 6	22 6	23 6	24 14	26 17	29 0	30 12	400	
600	19 8	20 14	23 5	24 18	26 0	27 14	28 18	30 19	34 3	37 1	39 5	600	
800	22 9	24 3	27 11	29 13	31 1	33 5	34 17	37 10	41 14	45 7	48 5	800	
1000	25 11	27 12	31 15	34 8	36 2	39 13	40 15	44 1	49 5	53 14	57 4	1000	
MINIMUM CHARGES—per Mile													
200	1 11½	2 0½	2 1½	2 3½	2 4½	2 5½	2 6½	2 7½	2 10	3 0½	3 2½	200	
400	1 2	1 2½	1 4½	1 5½	1 6	1 6½	1 7½	1 8½	1 10½	2 0	2 1½	400	
600	1 1	1 1½	1 1½	1 2	1 2½	1 3½	1 4½	1 5½	1 7½	1 8½	1 10	600	
800	9½	10½	11½	1 0½	1 1½	1 2	1 2½	1 3½	1 5½	1 6½	1 8½	800	
1000	8½	9½	10½	1 1½	1 2½	1 3½	1 4½	1 5½	1 7½	1 8½	1 10	1000	
MINIMUM CHARGES—per Week													
200	£ 19 5	£ 20 2	£ 21 13	£ 22 12	£ 23 8	£ 24 6	£ 24 18	£ 26 6	£ 28 4	£ 30 6	£ 31 17	200	
400	23 1	24 7	26 18	28 10	29 16	31 4	32 12	34 12	37 12	40 12	42 17	400	
600	27 3	29 0	32 11	34 17	36 8	38 16	40 9	43 7	47 16	51 16	55 9	600	
800	31 9	33 16	38 11	41 10	43 9	46 11	48 16	52 10	58 8	63 10	67 11	800	
1000	35 15	38 13	44 9	48 3	50 11	55 10	57 1	61 13	68 19	75 4	80 2	1000	
MINIMUM CHARGES—Time plus Mileage													
Per hour	6 5½	6 6½	6 8½	6 9½	6 10½	6 11½	7 0½	7 1½	7 3½	7 8½	7 9½	Per hour	
Per mile—	6	6½	8½	9½	10	10½	11½	1 0½	1 2½	1 4	1 5½	Per mile—	
200	5½	6	7½	8½	9½	10½	11½	1 0½	1 1	1 2½	1 3½	200	
400 and over	5½	6	7½	8½	9½	10½	11½	1 0½	1 1	1 2½	1 3½	400 and over	

Estimates for standing, running and total operating costs are applicable to both ancillary and professional operators. It is the haulier, however, for whom the recommended minimum charges are primarily intended. These include an allowance for establishment costs and profit margin in addition to the total operating cost.

The 10 items of operating costs divide conveniently into five in each of the two groups of standing and running costs. The standing costs are: (1) Licences, (2) wages, (3) rent and rates, (4) insurance and (5) interest. Because they do not vary relative to mileage operated, they are calculated on a time basis, but to make provision for an average of two weeks per year when vehicles may not be available for service, the weekly amounts are obtained by dividing the total annual standing costs of these five items by 50 instead of 52.

The item "licences" refers to the licence duty chargeable under the Vehicles (Excise) Act, 1949, and formerly referred to as the Road Fund tax.

Because the duty payable in respect of goods vehicles varies according to the unladen weight, the amount shown will not necessarily alter in proportion to increased payload capacity. Passenger vehicles are, of course, rated according to seating capacity, with the exception of those licensed as private cars.

Whilst the statutory obligation to observe Road Haulage Wages Orders is limited to A- and B-licensed operators, in practice wages paid by C-licensees do not greatly differ. The wages shown for passenger vehicles are calculated according to the relevant national scale. In both cases additions have been made on account of employers' contributions to both National Insurance and voluntary employers' indemnity insurance, the latter replacing statutory contributions under the former Workmen's Compensation Act. An appropriate adjustment has also been made to include the cost of holidays with pay.

The cost of vehicle insurance is based on full comprehensive cover and in the case of goods vehicles relates to ancillary operation in medium-risk areas.

Running costs are those which are incurred only when the vehicle is operated and, with limited exceptions, vary directly in relation to mileage, assuming average operational conditions. The five items are: (1) Fuel, (2) lubricants, (3) tyres, (4) maintenance and (5) depreciation. As mentioned earlier, fuel is based on bulk-delivery prices—petrol at 3s. 9d. per gallon and oil fuel (derv) at 3s. 10d. per gallon.

As in previous editions of the "Tables," depreciation is calculated on a mileage basis, with the life of vehicles in the lower-priced groups assessed at 125,000 miles, rising to 250,000 for the "heavies." An exception, however, is made in depreciating private, staff and hire cars. This course has been

followed in keeping with the modern tendency for frequent replacement in an endeavour to obtain both maximum availability of vehicles and advantage of mass-production methods.

The full "Tables of Operating Costs" include two articles on systematic cost recording and the recording of tyre costs, the addresses of Licensing Authorities and Traffic Commissioners, Road Haulage Association area secretaries, Traders' Road Transport Association divisional secretaries and Passenger Vehicle Operators' Association area secretaries.

An extract from R.H.(64) is also given, with alternative fuel costs for individual operators to make appropriate adjustments where necessary. There is also a 10-year comparison of the three major items of cost—vehicle prices, wages and the price of fuel. The third includes details of changes in fuel tax.—S.B.

GOODS VEHICLES—Oil-engined—Four-wheeled

Load carried	1 ton	2 tons	3 tons	4 tons	5 tons	6 tons	7 tons	8 tons	9 tons	Add for Trailer	Load carried
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
STANDING COSTS (per week)											STANDING COSTS (per week)
Licences	9 0	10 0	12 0	13 0	14 0	14 0	15 6	24 0	26 0	8 0	Licences
Wages	179 0	179 0	179 0	179 0	179 0	186 3	186 3	186 3	186 3	184 0	Wages
Rent and Rates	8 0	9 0	9 6	10 0	10 6	10 6	11 0	11 0	11 0	9 6	Rent and Rates
Insurance	8 8	9 2	10 0	11 5	13 7	14 0	16 0	20 4	22 1	4 4	Insurance
Interest	12 0	13 2	15 7	18 0	18 3	19 7	21 0	32 0	40 0	10 10	Interest
Total (per week)	216 8	220 4	226 1	231 5	235 4	244 4	249 9	273 7	285 4	216 8	Totals (per week)
(per hour)	4 11	5 0	5 1	5 3	5 4	5 6	5 8	6 2	6 6	4 11	(per hour)
RUNNING COSTS (pence per mile)											RUNNING COSTS (pence per mile)
Fuel	1-70	1-92	2-09	2-19	2-56	2-88	3-07	3-54	3-83	1-28	Fuel
Lubricants	0-22	0-22	0-23	0-23	0-24	0-24	0-25	0-26	0-26	0-13	Lubricants
Tyres	0-79	0-88	0-96	1-14	1-41	1-58	1-76	2-00	2-56	1-36	Tyres
Maintenance	1-24	1-65	1-79	2-05	2-31	2-53	2-86	3-19	3-52	0-89	Maintenance
Depreciation	1-71	1-88	2-22	2-49	2-53	3-30	3-47	4-29	4-52	0-64	Depreciation
Totals	5-66	6-55	7-29	8-10	9-05	10-53	11-41	13-28	14-69	4-30	Totals
200 Miles per Week											200 Miles per Week
Fuel	1-70	1-92	2-09	2-19	2-56	2-88	3-07	3-54	3-83	1-28	Fuel
Lubricants	0-22	0-22	0-23	0-23	0-24	0-24	0-25	0-26	0-26	0-13	Lubricants
Tyres	0-79	0-88	0-96	1-14	1-41	1-58	1-76	2-00	2-56	1-36	Tyres
Maintenance	0-95	1-32	1-45	1-67	1-94	2-09	2-37	2-65	2-93	0-62	Maintenance
Depreciation	1-56	1-71	2-02	2-26	2-30	3-00	3-15	3-90	4-11	0-64	Depreciation
Totals	5-22	6-05	6-75	7-49	8-45	9-79	10-60	12-35	13-69	4-03	Totals
400 Miles per Week											400 Miles per Week
Fuel	1-70	1-92	2-09	2-19	2-56	2-88	3-07	3-54	3-83	1-28	Fuel
Lubricants	0-22	0-22	0-23	0-23	0-24	0-24	0-25	0-26	0-26	0-13	Lubricants
Tyres	0-79	0-88	0-96	1-14	1-41	1-58	1-76	2-00	2-56	1-36	Tyres
Maintenance	0-85	1-21	1-33	1-55	1-82	1-98	2-13	2-28	2-43	0-53	Maintenance
Depreciation	1-56	1-71	2-02	2-26	2-30	3-00	3-15	3-90	4-11	0-64	Depreciation
Totals	5-12	5-94	6-63	7-37	8-33	9-68	10-36	11-98	13-19	3-94	Totals
600 Miles per Week and Upwards											600 Miles per Week and Upwards
Fuel	1-70	1-92	2-09	2-19	2-56	2-88	3-07	3-54	3-83	1-28	Fuel
Lubricants	0-22	0-22	0-23	0-23	0-24	0-24	0-25	0-26	0-26	0-13	Lubricants
Tyres	0-79	0-88	0-96	1-14	1-41	1-58	1-76	2-00	2-56	1-36	Tyres
Maintenance	0-85	1-21	1-33	1-55	1-82	1-98	2-13	2-28	2-43	0-53	Maintenance
Depreciation	1-56	1-71	2-02	2-26	2-30	3-00	3-15	3-90	4-11	0-64	Depreciation
Totals	5-12	5-94	6-63	7-37	8-33	9-68	10-36	11-98	13-19	3-94	Totals
TOTAL OPERATING COST—per Mile											TOTAL OPERATING COST—per Mile
Miles per week	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	Miles per week
200	18-66	19-77	20-85	21-98	23-17	25-19	26-40	29-70	31-81	17-30	200
400	11-72	12-66	13-53	14-43	15-51	17-12	18-09	20-56	22-25	10-53	400
600	9-45	10-35	11-15	12-00	13-04	14-57	15-36	17-45	18-90	8-27	600
800	8-37	9-24	10-02	10-84	11-86	13-35	14-11	16-08	17-47	7-19	800
1000	7-72	8-58	9-34	10-15	11-15	12-61	13-36	15-26	16-61	6-54	1000
1200	7-29	8-14	8-89	9-69	10-68	12-12	12-86	14-72	16-04	6-11	1200
TOTAL OPERATING COST—per Week											TOTAL OPERATING COST—per Week
£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
200	15 11	16 10	17 8	18 6	19 6	21 0	22 0	24 15	26 10	14 8	200
400	19 11	21 2	22 11	24 1	25 17	28 11	30 3	34 5	37 2	17 11	400
600	23 13	25 18	27 18	30 0	32 12	36 9	38 8	43 13	47 5	20 14	600
800	27 18	30 16	33 8	36 3	39 11	44 10	47 1	53 12	58 5	23 18	800
1000	32 3	35 15	38 18	42 6	46 9	52 11	55 13	63 12	69 4	27 5	1000
1200	36 9	40 14	44 9	48 9	53 8	60 12	64 6	73 12	80 4	30 11	1200
MINIMUM CHARGES—per Mile											MINIMUM CHARGES—per Mile
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
200	2 2	2 3	2 5	2 6	2 8	2 11	3 1	3 5	3 8	2 0	200
400	1 4	1 5	1 7	1 8	1 9	2 0	2 1	2 4	2 7	1 2	400
600	1 1	1 2	1 3	1 4	1 6	1 8	1 9	2 0	2 2	1 1	600
800	1 1	1 1	1 2	1 3	1 4	1 6	1 7	1 10	2 0	1 0	800
1000	1 0	1 0	1 1	1 2	1 3	1 5	1 6	1 9	1 11	9	1000
1200	1 0	1 1	1 0	1 1	1 3	1 5	1 6	1 8	1 10	8	1200
MINIMUM CHARGES—per Week											MINIMUM CHARGES—per Week
£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
200	21 15	23 2	24 7	25 12	27 0	29 8	30 16	34 13	37 2	20 3	200
400	27 7	29 11	31 11	33 13	36 4	39 19	42 4	47 19	51 19	24 11	400
600	33 2	36 4	39 0	42 0	45 13	51 1	53 15	61 1	66 3	29 0	600
800	39 1	43 2	46 15	50 12	55 7	62 6	65 17	75 0	81 11	33 9	800
1000	45 2	50 1	54 9	59 4	65 0	73 11	77 18	89 1	96 18	38 3	1000
1200	51 1	57 0	62 5	67 17	74 15	84 17	90 0	103 1	112 6	42 15	1200
MINIMUM CHARGES—Time plus Mileage											MINIMUM CHARGES—Time plus Mileage
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Per hour	6 10	7 0	7 2	7 4	7 6	7 9	7 11	8 9	9 1	6 10	Per hour
Per mile—	8	9	10	11	1 0	1 2	1 4	1 6	1 8	6	Per mile—
200	7	8	9	10	1 0	1 1	1 2	1 5	1 7	5	200
400 and over											400 and over

GOODS VEHICLES **Oil-engined—Six- and Eight-wheeled (Rigid)**

Load carried	10 tons (6-wh.)	Max. Load (6-wh.)	Max. Load (8-wh.)	Add for Trailer	Load carried	10 tons (6-wh.)	Max. Load (6-wh.)	Max. Load (8-wh.)	Add for Trailer
					TOTAL OPERATING COST—per Mile				
					d. d. d. d.				
STANDING COSTS (per week)					Miles per week				
Licences	34 0	42 0	48 0	8 0	400	22-34	25-31	28-28	10-53
Wages	186 3	192 7	197 10	184 0	600	18-77	21-19	23-97	8-27
Rent and Rates	12 0	12 6	13 0	9 6	800	17-04	19-51	22-33	7-19
Insurance	27 7	39 2	44 0	4 4	1000	16-12	18-49	20-82	6-54
Interest	45 7	54 3	58 8	10 10	1200	15-51	17-81	20-09	6-11
Totals (per week)	305 5	340 6	363 6	216 8					
(per hour)	6 11	7 9	8 4	4 11					
					TOTAL OPERATING COST—per Week				
RUNNING COSTS (pence per mile)					£ s. d. £ s. d. £ s. d. £ s. d.				
400 Miles per Week					400				
Fuel	3-83	4-18	5-11	1-28	600	37 5	42 4	47 3	17 11
Lubricants	0-27	0-28	0-28	0-13	800	46 19	53 0	59 19	20 14
Tyres	3-36	4-32	5-12	1-36	1000	56 16	65 1	74 9	23 18
Maintenance	2-56	2-74	2-93	0-62	1200	67 3	77 1	86 15	27 5
Depreciation	3-16	3-67	3-93	0-64		77 11	89 1	100 9	30 11
Totals	13-18	15-19	17-37	4-03	MINIMUM CHARGES—per Mile				
600 Miles per Week					s. d. s. d. s. d. s. d.				
Fuel	3-83	4-18	5-11	1-28	400	2 7	2 11	2 3	1 2
Lubricants	0-27	0-28	0-28	0-13	600	2 2	2 5	2 9	1 1
Tyres	3-36	4-32	5-12	1-36	800	2 0	2 3	2 7	1 0
Maintenance	2-33	2-46	2-62	0-53	1000	1 10	2 2	2 5	9
Depreciation	2-87	3-34	3-57	0-64	1200	1 9	2 1	2 4	8
Totals	12-66	14-58	16-70	3-94	MINIMUM CHARGES—per Week				
800 Miles per Week and Upwards					£ s. d. £ s. d. £ s. d. £ s. d.				
Fuel	3-83	4-18	5-11	1-28	400	52 3	59 2	66 0	24 11
Lubricants	0-27	0-28	0-28	0-13	600	65 15	74 4	83 19	29 0
Tyres	3-36	4-32	5-12	1-36	800	79 10	91 1	104 5	33 9
Maintenance	2-13	2-28	2-38	0-53	1000	94 0	107 18	121 9	38 3
Depreciation	2-87	3-34	3-57	0-64	1200	108 11	124 13	140 13	42 15
Totals	12-46	14-40	16-46	3-94	MINIMUM CHARGES—Time plus Mileage				
					s. d. s. d. s. d. s. d.				
					Per hour 9 8 10 10 11 7 6 10				
					Per mile—1 6 1 9 2 0 5				
					600 and over 1 5 1 8 1 11 5				

GOODS VEHICLES

Oil-engined—Five-, Six- and Eight-wheeled (Articulated)

Load carried	3 tons	6 tons	8 tons	10 tons	Max. Load (6 wh.)	Max. Load (8 wh.)	Load carried	3 tons	6 tons	8 tons	10 tons	Max. Load (6 wh.)	Max. Load (8 wh.)
							TOTAL OPERATING COST—per Mile						
							d.		d.	d.	d.	d.	
STANDING COSTS (per week)							Miles per Week						
Licences	15 6	17 0	20 0	26 0	44 0	50 0	200	22-53	25-37	27-96	30-59	36-38	40-93
Wages	179 0	186 3	186 3	186 3	192 7	199 10	400	14-83	16-89	18-96	20-67	24-70	28-40
Rent and Rates	10 0	11 0	12 0	13 0	14 0	15 0	600	12-24	14-26	16-13	17-53	21-02	24-40
Insurance	10 5	16 5	20 5	27 2	40 0	46 0	800	11-08	13-00	14-81	16-07	19-30	22-55
Interest	18 5	21 9	25 3	37 11	52 9	59 4	1000	10-38	12-24	14-02	15-20	18-27	21-44
1200								9-91	11-73	13-53	14-62	17-58	20-70
Totals (per week)...							TOTAL OPERATING COST—per Week						
(per hour)...	5 3	5 9	6 0	6 7	7 9	8 5	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
RUNNING COSTS (pence per mile)							200	18 16	21 3	23 6	25 10	30 6	34 3
200 Miles per Week							400	24 14	28 3	31 12	34 9	41 3	47 7
Fuel	2-56	3-29	3-54	3-83	4-18	5-11	600	30 12	35 13	40 7	43 16	52 11	61 0
Lubricants	0-27	0-27	0-27	0-27	0-27	0-27	800	36 19	43 7	49 7	53 11	64 7	75 3
Tyres	1-07	1-23	2-11	2-38	4-22	5-63	1000	43 5	51 0	58 8	63 7	76 3	89 7
Maintenance	2-01	2-33	2-81	3-11	3-41	3-74	1200	49 11	58 13	67 13	73 2	87 18	103 10
Depreciation	2-62	3-10	3-39	3-58	3-70	3-97	MINIMUM CHARGES—per Mile						
Totals							s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
8-53	10-22	12-12	13-17	15-78	18-72	200	2 7	2 11	3 3	3 7	4 3	4 9	
400 Miles per Week							400	1 8	1 11	2 2	2 5	2 10	3 3
Fuel	2-56	3-29	3-54	3-83	4-18	5-11	600	1 5	1 8	1 10	2 0	2 5	2 10
Lubricants	0-27	0-27	0-27	0-27	0-27	0-27	800	1 3	1 6	1 8	1 10	2 3	2 6
Tyres	1-07	1-23	2-11	2-38	4-22	5-63	1000	1 2	1 5	1 7	1 9	2 2	2 5
Maintenance	1-55	1-71	2-04	2-23	2-37	2-67	1200	1 2	1 4	1 7	1 8	2 0	2 5
Depreciation	2-38	2-82	3-08	3-25	3-36	3-61	MINIMUM CHARGES—per Week						
Totals							£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
7-83	9-32	11-04	11-96	14-40	17-29	200	26 6	29 12	32 12	35 14	42 8	47 16	
600 Miles per Week and Upwards							400	34 12	39 8	44 5	48 5	57 12	66 6
Fuel	2-56	3-29	3-54	3-83	4-18	5-11	600	42 17	49 18	56 10	61 6	73 11	85 8
Lubricants	0-27	0-27	0-27	0-27	0-27	0-27	800	51 15	60 16	69 2	74 19	90 2	105 4
Tyres	1-07	1-23	2-11	2-38	4-22	5-63	1000	60 11	71 8	81 15	88 14	106 12	125 2
Maintenance	1-30	1-60	1-85	1-99	2-12	2-38	1200	69 8	82 2	94 14	102 7	123 1	144 18
Depreciation	2-38	2-82	3-08	3-25	3-36	3-61	MINIMUM CHARGES—Time plus Mileage						
Totals							s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
7-58	9-21	10-85	11-72	14-15	17-00	Per hour	7 5	8 0	8 4	9 3	10 11	11 9	
800 Miles per Week and Upwards							Per mile—						
Fuel	2-56	3-29	3-54	3-83	4-18	5-11	200	1 0	1 2	1 5	1 6	1 10	2 2
Lubricants	0-27	0-27	0-27	0-27	0-27	0-27	400 and over	1 1	1 1	1 3	1 4	1 8	2 0
Tyres	1-07	1-23	2-11	2-38	4-22	5-63							
Maintenance	1-30	1-60	1-85	1-99	2-12	2-38							
Depreciation	2-38	2-82	3-08	3-25	3-36	3-61							
Totals													

(Continued on page 119)

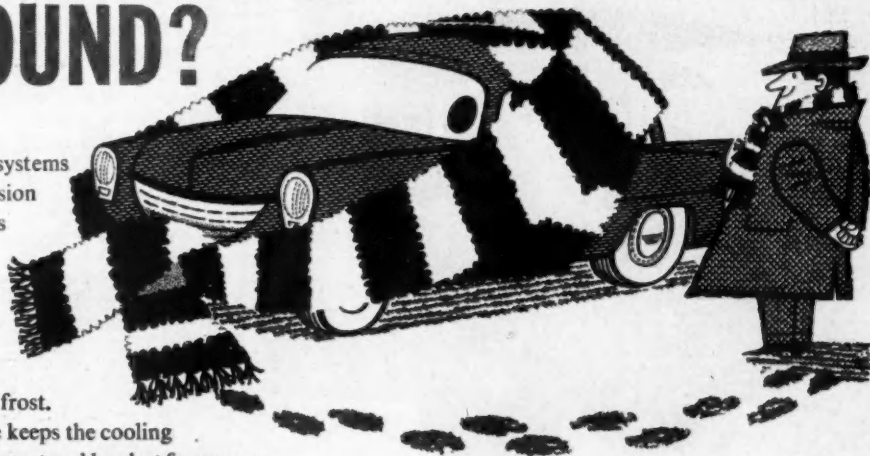
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STANDING COSTS (per week)						TOTAL OPERATING COST—per Mile					
Licences	s. d. 21 11	s. d. 29 2	s. d. 31 6	s. d. 39 2	s. d. 44 0	Miles per Week (44 hours)	d. 18-81	d. 26-27	d. 27-62	d. 30-93	d. 32-70
Wages:						400	15-34	20-94	22-18	25-10	26-67
(44 hours)	216 3	374 6	374 6	374 6	374 6	600	13-61	18-27	19-44	22-22	23-67
(88 hours)	432 6	749 0	749 0	749 0	749 0	1000	12-63	16-77	17-91	20-39	22-01
Rent and Rates	13 6	14 0	14 0	15 0	15 0	(88 hours)					
Insurance	34 5	40 2	42 10	50 0	54 0	800	16-85	23-89	25-06	27-82	29-29
Interest	33 10	43 1	48 3	59 5	67 5	1000	15-24	21-27	22-41	25-08	26-50
Totals (44 hours)	319 11	500 11	511 1	538 1	554 11	1200	14-17	19-51	20-64	23-26	24-65
(88 hours)	536 2	875 5	885 7	912 7	929 5	1400	13-41	18-26	19-37	21-95	23-32
RUNNING COSTS (pence per mile)						TOTAL OPERATING COST—per Week					
400 Miles per Week						(44 hours)	£ s. d. 31 7	£ s. d. 43 16	£ s. d. 46 0	£ s. d. 51 11	£ s. d. 54 10
Fuel	3-07	3-83	4-18	4-60	5-11	400	38 7	52 7	55 9	62 15	66 13
Lubricants	0-27	0-27	0-27	0-28	0-28	600	45 7	60 18	64 16	74 1	78 18
Tyres	1-04	1-44	1-68	2-48	2-48	800	52 14	69 17	74 13	85 16	91 14
Maintenance	2-56	2-83	3-06	3-53	3-71	(88 hours)					
Depreciation	2-27	2-87	3-10	3-90	4-47	800	56 3	79 13	83 11	92 15	97 12
Totals	9-21	11-24	12-29	14-79	16-05	1000	63 10	88 12	93 8	104 10	110 8
600 Miles per Week						1200	70 17	97 11	103 4	116 6	123 5
Fuel	3-07	3-83	4-18	4-60	5-11	1400	78 5	106 10	113 0	128 0	136 1
Lubricants	0-27	0-27	0-27	0-28	0-28	(44 hours)					
Tyres	1-04	1-44	1-68	2-48	2-48	400	£ s. d. 2 24	£ s. d. 3 01	£ s. d. 3 28	£ s. d. 3 71	£ s. d. 3 91
Maintenance	2-29	2-51	2-73	3-08	3-23	600	1 91	2 51	2 7	2 111	3 11
Depreciation	2-27	2-87	3-10	3-90	4-47	800	1 7	2 11	2 31	2 71	3 91
Totals	8-94	10-92	11-96	14-34	15-57	1000	1 51	1 111	2 1	2 41	3 61
800 Miles per Week and Upwards						(88 hours)					
Fuel	3-07	3-83	4-18	4-60	5-11	800	1 111	2 91	2 11	3 3	3 5
Lubricants	0-27	0-27	0-27	0-28	0-28	1000	1 91	2 51	2 71	2 111	3 11
Tyres	1-04	1-44	1-68	2-48	2-48	1200	1 8	2 31	2 5	2 81	3 11
Maintenance	2-16	2-35	2-55	2-87	3-01	1400	1 61	2 11	2 31	2 61	3 11
Depreciation	2-27	2-87	3-10	3-90	4-47	(44 hours)					
Totals	8-81	10-76	11-78	14-13	15-35	400	£ s. d. 43 18	£ s. d. 61 6	£ s. d. 64 8	£ s. d. 72 3	£ s. d. 76 6

PASSENGER VEHICLES—Oil-engined—Coaches

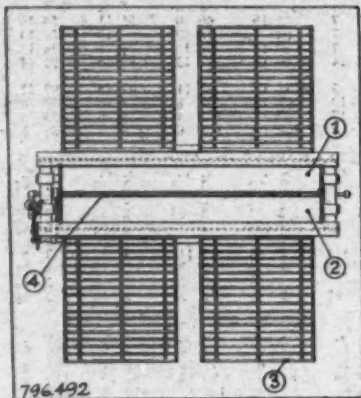
Number of seats	14	26	35	41	Number of seats	14	26	35	41
STANDING COSTS (per week)					TOTAL OPERATING COST—per Mile				
Licences	s. d. 12 4	s. d. 21 11	s. d. 27 2	s. d. 30 1	Miles per week	d. 15-76	d. 19-48	d. 23-41	d. 25-69
Wages	190 0	200 0	200 0	200 0	400	12-67	15-81	19-23	21-27
Rent and Rates	12 6	13 6	14 0	14 0	600	11-30	14-21	17-49	19-45
Insurance	21 7	26 10	33 4	37 4	800	10-51	13-32	16-53	18-43
Interest	25 7	34 5	49 3	57 6	1000	9-99	12-72	15-88	17-76
Totals (week)	262 0	296 8	323 9	338 11	(88 hours)				
(hour)	5 111	6 9	7 41	7 81	800	78 12	111 10	116 19	129 17
RUNNING COSTS (pence per mile)					1000	88 18	124 1	130 15	146 6
400 Miles per Week					1200	99 4	136 11	144 10	162 16
Fuel	1-70	2-19	2-42	2-56	1400	109 11	149 2	158 4	179 4
Lubricants	0-24	0-27	0-27	0-27	(44 hours)				
Tyres	0-80	1-04	1-44	1-92	400	£ s. d. 26 5	£ s. d. 32 9	£ s. d. 39 0	£ s. d. 42 16
Maintenance	1-39	1-99	2-37	2-50	600	31 13	39 11	48 1	53 4
Depreciation	3-77	5-09	7-20	8-28	800	37 13	47 7	58 6	64 17
Totals	7-90	10-58	13-70	15-53	1000	43 16	55 10	68 17	76 16
600 Miles per Week					1200	49 19	63 12	79 8	88 16
Fuel	1-70	2-19	2-42	2-56	(88 hours)				
Lubricants	0-24	0-27	0-27	0-27	400	£ s. d. 1 10	£ s. d. 2 31	£ s. d. 2 81	£ s. d. 3 0
Tyres	0-80	1-04	1-44	1-92	600	1 51	1 101	2 3	2 51
Maintenance	1-26	1-75	2-08	2-21	800	1 31	1 8	2 01	2 31
Depreciation	3-43	4-63	6-55	7-53	1000	1 21	1 61	1 111	2 11
Totals	7-43	9-88	12-76	14-49	1200	1 2	1 51	1 101	2 01
800 Miles per Week and Upwards					(44 hours)				
Fuel	1-70	2-19	2-42	2-56	400	£ s. d. 36 15	£ s. d. 45 9	£ s. d. 54 12	£ s. d. 59 18
Lubricants	0-24	0-27	0-27	0-27	600	44 6	55 7	67 5	74 10
Tyres	0-80	1-04	1-44	1-92	800	52 14	66 6	81 12	90 16
Maintenance	1-20	1-63	1-96	2-09	1000	61 6	77 14	96 8	107 10
Depreciation	3-43	4-63	6-55	7-53	1200	69 19	89 1	111 3	124 6
Totals	7-37	9-76	12-64	14-37	(88 hours)				
MINIMUM CHARGES—Time plus Mileage					Per hour	£ s. d. 11	£ s. d. 1 21	£ s. d. 1 71	£ s. d. 1 91
Per mile					Per mile	101	1 2	1 6	1 81
400					400				
600 and over					600 and over				

● "The Commercial Motor" Tables of Operating Costs, of which the 43rd edition will be published on September 26, are still acknowledged to be unrivalled in their comprehensiveness and accuracy. They are widely used by operators in negotiations over rates and are accepted as fair and independent.

They supplement the weekly articles on costing published by "The Commercial Motor." This journal is willing to answer postal inquiries on costs and charges, but it is essential that readers should supply full information about their proposed activities, otherwise it is impossible to prepare the required estimates.

Removing Mud from Between Twin Tyres

VEHICLES with twin-tyred wheels are widely used in the building and similar trades, where much running is done both on made roads and muddy ground. The mud lodges between the twin tyres and fouls the roads for some distance from the site. Patent No. 796,492 shows a piece of equipment by which the mud



can be quickly removed from the tyres before the vehicle is used on the road. (H. Watson, 73 Twickenham Road, Teddington.)

A framework on, or slightly below, the ground is provided with a pair of rollers on to which the vehicle can be driven. In the plan view shown, 1 and 2 are the rollers, and sloping ramps (3) are provided for the wheels to run up.

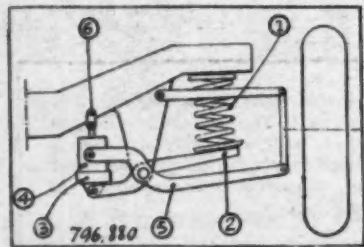
A series of water jets (4) is located between the rollers, and as the wheels revolve on the rollers, the combination of centrifugal force and water jet is sufficient to remove all the accumulated mud from the tyres.

The apparatus may be portable or permanent, and the water supply, if not drawn from the mains, can be provided by a pump powered by the rotation of the rollers.

A HEIGHT STABILIZING DEVICE

PATENT No. 796,880 shows a modification to a suspension system the aim of which is to maintain a constant frame height whether the vehicle be light or loaded. (Regie Nationale des Usines Renault, 8-10 Avenue Emile Zola, Billancourt, Seine, France.)

The parallel-link suspension uses a helical spring (1) for its resilient member. This abuts under the frame at the top end but at the bottom it rests on a plat-



848

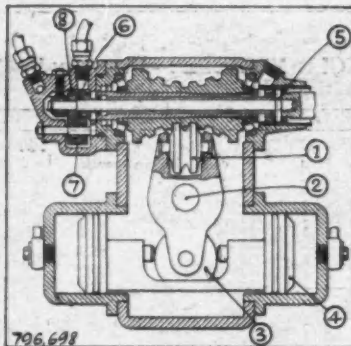
form (2). This is pivoted and can rise or fall, its position being determined by an hydraulic unit. The latter consists of three components, a cap (3) connected to the spring platform, a cylinder (4) linked to the arm (5) and a piston (6) fixed to the frame.

The hydraulic unit is self-pumping during spring deflections and the relative position of the three parts governs its action. If the spring should be forcibly shortened by load, thus causing the frame to sink, the hydraulic unit will automatically lengthen and, by compressing the spring, restore the frame to its original height.

POWER-ASSISTED STEERING UNIT

A STEERING gearbox, servo motor and control valve all grouped in a unit, is shown in patent No. 796,698. (Adamant Engineering Co., Ltd., Dallow Road, Luton, Beds.)

The worm is of hour-glass outline and meshes with a two-toothed "nut" in the form of a freely-mounted roller (1). This is carried on a lever mounted on the drop-arm spindle (2). The lever extends downwards to carry another roller (3) which receives the thrust from the servo motor, which consists of a double-ended piston



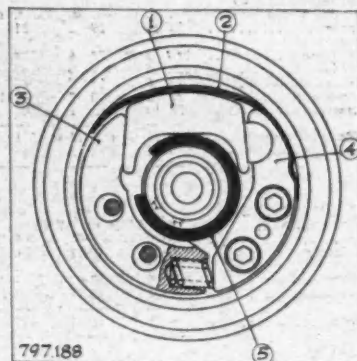
(4) having hydraulic connections at both ends of its cylinder.

The steering column turns, via a lost-motion coupling (5), a pinion (6) meshing with a double-width pinion (7). This returns the drive to a second pinion (8) on the column axis. This pinion is mounted on a slightly flexible extension from the column. When the column is turned, the second pinion moves slightly sideways, and it is this rocking movement that works the hydraulic control valves, not shown.

TEMPERATURE-CONTROLLED INJECTION TIMING

ACCORDING to patent No. 797,188 an oil engine when cold needs an advance of injection to overcome ignition delay and the patent discloses a device which automatically does this. (Klöckner-Humboldt-Deutz A.G., Deutz-Mulheimerstrasse 149/155, Köln-Deutz, Germany.)

In the scheme described, the temperature-controlled correcting unit is superimposed on the centrifugal device



that advances the injection in accordance with engine speed. When cold, the timing is advanced when the engine is stationary.

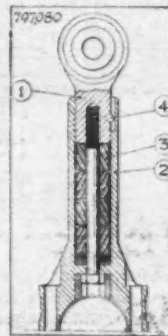
The drawing shows one of several ways of carrying out the invention. The centrifugal advancer comprises a wedge-shaped weight (1) which moves outwards during running against a spring (2). As it moves, it spreads a pair of blocks (3 and 4), each of which is attached to one element of the coupling and so moves them apart in an angular sense.

The temperature control is given by a curved bimetallic strip (5) which is larger when cold, and by forcing the centrifugal weight outwards, provides the required advance.

A SPRUNG CONNECTING ROD

A COMPRESSION-IGNITION engine imposes heavy stresses on its connecting rods and though the forces are only transient, the rods must be strong enough to withstand them. Patent No. 797,080 shows a connecting rod having a built-in cushioning device to diminish these shock loads. (B. Crossley, 14 Van Dyck Avenue, New Malden, Surrey.)

The rod is made in two telescopic units with a powerful spring between them. The drawing shows a section of the assembly in which the part 1 carries the gudgeon-pin bore and slides within the outer member (2) which forms the bulk of the rod and bearing cap.



The spring consists of stacks of Belleville washers as shown at 3. The top piece receives the end of a bolt which can be adjusted to any desired degree of pre-compression of the washers. The bolt head prevents the rod from lengthening but permits it to shorten slightly by compressing the washers. To prevent the head from turning, it is provided with a ball moving in a keyway (4). Shock is said to be halved

vent the head from turning, it is provided with a ball moving in a keyway (4). Shock is said to be halved

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Used Goods Vehicles (contd.)

ATKINSON 8-wheel tipper, October, 1955, with SAT B. and E. gear and 21-ft. panelled body, 120 Michelin metallic tyres, air brakes, and 11.3 A.E.C. engine, repainted to choice, three months' written guarantee, £1,650 (available 14 days).

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1955 AUSTIN A40 van, £325.

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Used Goods Vehicles (contd.)

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1954 AUSTIN Diesel 5-ton truck.
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1946 AUSTIN K4 Luton van. Brew Bros. Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 773-330
1956 AUSTIN Diesel 1-ton van, one owner, excellent condition, £450. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 773-327
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1955 BEDFORD A-type long-wheelbase truck in excellent condition, £525.
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1954 BEDFORD 5-ton truck, Diesel.
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NEW BEDFORD 8-ton tractor unit, Diesel.
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NEW BEDFORD 6-ton short-wheelbase chassis-cab, petrol.
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1948 BEDFORD 30-cwt. Spurling van, £125.
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1951 BEDFORD 30-cwt. van, £235.
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1951 BEDFORD 2-ton short-wheelbase drop-side truck, £325.
1950 BEDFORD 4-ton long-wheelbase chassis-cab, £175.
1955 56 BEDFORD 5-ton long-wheelbase drop-side trucks, £575.
1952 BEDFORD 5-ton 1,350 cu.-ft. Luton van, £850.
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BEDFORD-SCAMMELL artic. unit, ready for work, £50.
1950 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body in far above average condition for its year, £85.
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BEDFORD 5-type Scammell tractor unit, sound chassis, ideal to rebuild, £125. Langley Mill 3182. 773-126

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1947 2-3-ton BEDFORD Luton van, approximately 1,000 cu. ft., £100.

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773-448

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BRISTOL L-type chassis, 17-ft. 6-in. wheelbase, complete equipment, fitted SLW Gardner engines and 5-speed gearboxes in excellent condition throughout, can be road tested, £150 each.

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COMMER Q4 Phase I tractor unit with J-type coupling and Hands 20-ft. drop-side trailer, complete unit rebuilt throughout and fitted with Perkins P6 factory rebuilt engine, £695.

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1953 COMMER vans, plain, from £265.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-prise 7667. 773-274

August 22, 1958—THE COMMERCIAL MOTOR 55

(Supplement)

Used Goods Vehicles (contd.)

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BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2059.

BURGH HEATH SERVICE STATION for good used commercials, choice of over 12 5-12-cwt. vans, all makes, from £185-£210. 773-235

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COMMER 7-ton, 1951 model, 18-ft. 6-in. drop-sided body, in excellent condition, six very good tyres and spare, inspection Bristol, £290.

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SMITH AND BLACKWELL, LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451. 773-352

PETROL engines, back axles, COMMER-SCAMMELL tractors, coupling gears, trailers, units. Tilley, Ltd., Wolverton, Bucks. 775-2447

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1952 COMMER QX, underfloor engine, unladen weight 3 tons 7 cwt., in first-class condition.

NEWARK RD., Peterborough. Phone 5558. 773-425

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DENNIS

DENNIS Max 8-ton Diesel trucks, unregistered, ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3253. 225-5

1947 DENNIS Pax lorry, normal control, petrol, long wheelbase, 750 by 20 tyres.

APPLY Dennis Garage, Ltd., Sutton Rd., Wisbech. Phone, Wisbech 745. 774-6528

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PRICE'S (EARL SHILTON), LTD., Phone, Leicester 4743321. 773-76

WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,

CHADWELL HEATH, ESSEX.

Seven Kings 5282.

SEVERAL 1953 DENNIS Horia Diesel units; Scammell couplings, trailers for same if required. 773-441

1953 DENNIS Pax 6-tonner, Diesel P6 engine, excellent condition, £325.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 773-134

1954 STORK boxvan, 900 cu. ft., £475. Box CM7022, care of "The Commercial Motor" 773-228

Dennis Wanted

WANTED, Dennis Stork platform, 20 ft., on 8.25 by 15 tyres, low loader. Box CM727, care of "The Commercial Motor." 774-6508

DIAMOND T

EX-W.D. DIAMOND T Diesel 6 by 4 tractors, in good running order; also Scammell 6 by 4 tractors with winches, in good running order. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 773-243

DODGE

1956 Late, DODGE 103 AP6 short-wheelbase tipper, choice of four (one rebuilt April, 1958), from £840 each.

TMAN, Stone Merchant, Warminster 2214. Wilt. 774-6497

1956 105 P6, 2-speed axle, 5-speed box, platform body, excellent throughout, £850. Norwich Motor Co., Ltd., 118 Prince of Wales Rd., Norwich. Phone 28811. 774-2118

CAMKIN MOTORS, LTD.

MAIN DODGE DISTRIBUTORS,

OFFER:—

1955 DODGE 5-ton 105P6 drop-side lorries, always choice of three or four, in excellent mechanical condition.

CAMKIN MOTORS, LTD.

SHERBORNE, DORSET.

Phone, Sherborne 681-2. 773-302

1952 5-ton DODGE long-wheelbase drop-side truck, £150. Hamblins Garage, 7 Rectory Rd., Rushden. Phone 3211. 773-274

A37

Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS.
FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL new models prompt delivery.
FULL range of spares for all models.
SALES and service. Perkins Diesel service.
SEE our Miscellaneous Section advertisement for used DODGE vehicles. 773-371

G.T.C. (COMMERCIALS), LTD.
1953 DODGE 105PE 5-ton long-wheelbase truck, very good tyres, one owner, £345.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Road Underground station.) Advance 5242-3. 773-449

1947 DODGE 5-ton pantechicon, 1,200 cu. ft., very good condition, £300.
1948 DODGE 5-ton long-wheelbase platform truck, very clean condition, £65.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.
COOMBS, main Ford dealers.
AUGUST, 1948, DODGE 5-ton 6-cylinder P.E., 13-ft. 6-in. long-wheelbase truck, one owner, vehicle carefully maintained above average condition, £175.
COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962-3-4. 773-312

Dodge Wanted
WANTED, DODGE, 1951 onwards. Phone or write.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.
GRE 2033-4. 773-363

E.R.F.
1948 E.R.F. C15, 6LW Gardner, platform truck, excellent condition, £750. Williams and Son, Bromyard, Herefordshire. Phones, Bromyard 3133, Munderfield 238. 773-225

E.R.F. 6-wheeler, double drive, 6LW Gardner engine, excellent condition. C. Russell, 46 Clarence St., Southampton. Phone 26590. 773-269
DISMANTLING 1948 E.R.F. 8-wheeled tipper, good cab, all parts available, broken rear axle, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill, Notts, 2623. 773-217

1946 E.R.F. articulated 23-ft. trailer, mechanically sound, £325. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 773-221

1947 E.R.F. 6-wheeler, 22-ft. platform body, double-drive, 5-speed box, 6LW engine, clean and mechanically very good throughout, bargain, £650.
1947 E.R.F. artic., 7.7 engine, 5-speed box with 26-ft. trailer, the outfit in very good order, £550, also E.R.F. vehicles in stock.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 773-252

E.R.F. 1940, 6-wheelers, 6LW Gardner engines, 24-ft. platform, very good runners, choice of two, £375. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 773-xF434

E.R.F. 4-wheel pole wagon, A.E.C. 7.7 engine, 9.00 by 20 tyres equipment, suitable for loads up to 450 cu. ft. Box CM697, care of "The Commercial Motor." 773-401

FODEN
FODEN ex-W.D. 6 by 4 trucks, reconditioned ex M.O.S., in exceptional condition, from £600 each.
SWORDER (MOTORS), Lane End, High Wycombe. (Phone, Lane End 234.) 773-6502

1950 Model FODEN, 6-cylinder Gardner, 8-yd. tipper, owner driver. Phone, Ewell 5228, after 7 p.m. 773-6404

PEPPERS GARAGE (NANTWICH), LTD.
OFFER FOR SALE
FODEN, first registered February, 1955, FG6-12 14-ton long-wheelbase drop-side lorry, one C-licence owner, 20-ft. body, mileage under 40,000 from new, taxed to December.

LONDON ROAD, NANTWICH, CHESHIRE.
Phone 65591. 773-149

FODEN FG 5-7½ (August, 1949) boxvan, separate cab, good condition, £600. Pirbright Garage, Pirbright Rd., Southfields, Vandyke 2366. 773-305

BIRMINGHAM COMMERCIAL OFFER—
1948 FODEN 6-wheel tipper, new twin underbody hoist and 14-yd. body just fitted, chassis has been recently overhauled and reconditioned 5LW fitted February, 1958, tyres 900 by 20 as new all round, including spare, this machine is offered in perfect condition throughout, price £1,750.

BIRMINGHAM COMMERCIAL MOTORS, LTD.
560 COVENTRY ROAD, BIRMINGHAM, 10.
Phone, Victoria 0437-8. 773-208

W. HAROLD PERRY, L. TD., STATION BRIDGE, WEALDSTONE, MIDDLESEX.
CHOICE of two Thames 4D flat platform trucks, first-class condition throughout, first registered 1955 and 1956 at £564 and £595 respectively.
EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 4-cylinder Diesel engine, cab painted red, £1,050.
EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 6-cylinder Diesel engine, cab painted black, £1,135.

HARROW 1031.
OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS,
AND TO
5.30 P.M. SATURDAYS. 773-437

Used Goods Vehicles (contd.)

1946 FODEN 8-wheeled tipper, long wheelbase, 40 by 8 tyres, all very good, new coal body and tipping gear recently fitted at a cost of £700, in good order throughout, £975. Hambins Garage, 7 Rectory Rd., Rushden. Phone 3211. 773-66

FODEN 8-wheeler, 1945, 6LW Gardner engine, 24-ft. platform, good runner, £275. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 773-xE434

FODEN F.G. 12 pole wagon, 6-wheel double-drive tractor, with tandem carriage, suitable for loads up to 20 tons, on 40 by 8 tyre equipment, Gardner 6LW engine. Box CM698, care of "The Commercial Motor." 773-402

FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 773-648

FORDSON Sussex 6-wheeler, alloy platform body, Perkins P6 engine, late 1954 model, in good condition. Craigsk Plant Hire, Ltd., Dalkeith. Phone, Dalkeith 2455. 773-6517

1951 P6 Diesel, Sussex 8-ton 6-wheeled lorry, very small mileage, £295.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 773-50

5-6 TONNERS, fitted P6 engine, tyres as new, just off service, one owner, platform, painted dark blue, unlettered, choice of several from £250.
PRICE'S (EARL SHILTON), LTD., Phone, Leicester 4743321. 773-77

1957 4D Diesel van, 450 cu. ft., 128-in. wheelbase, twin rear, mileage 5,000, £750; another 1955 long-wheelbase, 700 cu. ft., £650; exchanges. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2236. 773-138

TWO 1947 FORDSON pantechicons, 900 cu. ft., £80 each.
1953 FORD 10-cwt. van, low mileage, excellent, £225.
1956 FORD 4D 3-ton truck, £450.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 773-171

3-ton FORD Thames 4D drop-side truck, good condition, four excellent tyres, attractive value at £495 o.n.o. Woodvill Motors, Milton Rd., Southend-on-Sea. Phone 43344. 773-270

FRANK G. GATES, L. TD.
MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

1958 Trader Diesel 30-cwt. chassis-cab, £775.
1952 Thames 2-ton van, £100.
1954 Thames 3-ton 4D truck, £395.
1950 Thames drop-side Diesel tipper, £295. 773-345

1957 FORD 5-cwt. Thames van duo colours, in very good condition throughout, £335.
1953 4 FORD 5-cwt., in very good condition throughout, £169. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 773-339

GORDON KING MOTORS, L. TD.
FORD AND THAMES DEALERS.

TRADER 4D Diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,320.
THAMES 4D Diesel 4-ton chassis, fitted with 1,150-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,200.
THAMES 15-cwt. chassis and cab, fitted builders truck body, new and unregistered, ex works, £585.
HIRE-PURCHASE facilities available, deposit now only one-third.
ALL Thames models in stock for early delivery; any body built to your requirements.
MITCHAM LANE, S.W.16. Streatham 3133-4. 773-288

G.T.C. (COMMERCIALS), LTD.
1955 FORD ET6 5-ton short-wheelbase tipper, 5-cu.-yd. steel drop-side body, Anthony hoist, very clean, £265.
1955 FORD 4D Diesel 3-ton long-wheelbase truck, one owner, £265.
1953 FORD ET6 3-ton truck, nearly new tyres all round, £100.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground station.) Advance 5242-3. 773-453

W. HAROLD PERRY, L. TD., STATION BRIDGE, WEALDSTONE, MIDDLESEX.
CHOICE of two Thames 4D flat platform trucks, first-class condition throughout, first registered 1955 and 1956 at £564 and £595 respectively.
EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 4-cylinder Diesel engine, cab painted red, £1,050.
EX-DEMONSTRATOR, 1957 Thames Trader, 5 tons, 152-in. wheelbase, 6-cylinder Diesel engine, cab painted black, £1,135.

HARROW 1031.
OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS,
AND TO
5.30 P.M. SATURDAYS. 773-437

Used Goods Vehicles (contd.)

1954 FORD 10-cwt. van, with seats and windows.
E. J. BAKER AND CO. (DORKING), LTD., 271 E. London Rd., Slaines. Phone 4211. 773-381

FORD Sussex, 4D engine, 22-ft. drop-side body, 34 by 7 tyres, November, 1951, good runner, £225. Pirbright Garages, Pirbright Rd., Southfield. Vandyke 2366. 773-306

F.W.D.

F.W.D. Tractor, complete with Garwood winch, in good condition, ex-circus, £150. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 2366. 773-304

GUY

1952 GUY Otter with 4LK Gardner engine, Eaton 2-speed axle, Holmes alloy cab and Holmes double-drop-side alloy body, 18 ft. 6 in., the whole vehicle in good condition, £575. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. 773-39

1950 GUY Vixen low-loader Luton van, 1,400 cu. ft., a real beautiful body, one owner, good tyres, for quick sale, £245. H.P. terms arranged. Iver 947. 773-309

HILLMAN

BOGNOR STATION GARAGE.
1956 HILLMAN Husky, 4465. 20 Longford Rd., Bognor 2102. 773-238

JENSEN

THE TEN-COUNTY JENSEN DISTRIBUTORS.
FERRARIS OF CRICKLEWOOD LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

FULL range of spares for all models.
SALES and service. Perkins Diesel service.
EARLY delivery on all models. 773-372

1953 JENSEN long-wheelbase lorry, 23-ft. platform, one owner, good tyres, choice of two, £350.
A. ATKINSON AND GRIFFIN, LTD., Westminster Garage, Kendal 1732-3. 773-148

KARRIER

4 X 4 Unregistered low-mileage ex-W.D. trucks, c/w winches if required, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 773-649

LAND ROVER

1957 LAND ROVER Model 88-in. wheelbase, many extras, 8,000 miles, immaculate, £535.
1956 LAND ROVER model, excellent condition, low mileage, £450.
1955 LAND ROVER, excellent condition, many extras, £430.
1955 LAND ROVER, 86-in. wheelbase, with hard top, £425.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 773-172

1955 July, LAND ROVER truck with hoops and sheets, one owner, the choice of two, in really excellent condition throughout, low mileage, from £275 each. H.P. terms arranged. Iver 947. 773-310

LEYLAND

1956, November, LEYLAND Comet, normal control, 14-ft. 2-in. wheelbase, chassis-cab, with extensions.
1956 LEYLAND Comet tipper, 14-ft. timber body, with extensions.
1954 LEYLAND Comet 18-ft. 3-in. alloy drop-side truck.
1942 LEYLAND Beaver flat-platform lorry, first-class condition.
The vehicles advertised above have been conditioned up to our well-known standard and are covered by our Used Goods Vehicles Warranty—signed by a director of the company.
FORD AND SLATER, LTD., Gwendolen Rd., Leicester. Phone 26117-9. 773-23

1949 LEYLAND Comet medium-wheelbase tipper, in very good order throughout. Hambins Garage, Rectory Rd., Rushden. Phone 3211. 773-69

1949 LEYLAND Comet, fitted tandem double-drive axle, 21-ft. platform, recently relieved, brakes relined. M. Thomas Motors, Plymouth 63093. 774-6319

1949 LEYLAND Comet 75 tipper, Edbro gear, 14-ft. wooden body, £495. Trev Barker, Ltd., Bolton 4086. 773-x427

LEYLAND Comet 8-10-ton forward-control 14-ft. platform, exceptionally clean condition, first registered September 9, 1955, £1,425. Edward Brooks, 2 Norwood Avenue, Southport. Phone 88152. 773-x438

1952 LEYLAND Comet long-wheelbase twin-rim tipper, in good condition.
J. W. RATCLIFFE AND SONS, LTD., Low Bank Rd., Ashton in Makerfield. Phone 7497. 773-298

LEYLAND 6-wheel Hippo, choice of six, ex Ministry, from £300. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 773-xB434

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-870

1950 MAUDSLAY twin-steer, rebuilt 1957 with replacement engine, axle, gearbox and new Mercury cab, 21-ft. drop-side body, 10.00 by 20 tyres, G. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 773-104

Used Goods Vehicles (contd.)

4-Wheel, fitted 4LW Gardner long-wheelbase, double drop-side, £200.
PRICE'S (EARL SHILTON), LTD. Phone, Leicester 4743321.

1947, October, MAUDSLAY Mogul Mk. II, A.E.C. 7.7 engine, 18-ft. double-drop-side body, £295. Howard 3922.

1949 MAUDSLAY articulated 23-ft. trailer, mechanically sound throughout, £325. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 3623. 773-220

1947 MAUDSLAY Mark II flat, good condition, fair tyres, engine good, no oil, first £200 secures. Phone, Dudley 5376. Hudson. 773-292

1948 (Late) MAUDSLAY Mogul 7.7 chassis and cab, used only by C-licence operator, in perfect condition.
KNIGHTS BROS., Fernstanton, Huntingdon. St. Ives (Hunts) 3325. 775-6543

SALE, 1950 MAUDSLAY Mogul Mk. III, 21-ft. body, 7.7 engine, overdrive gearbox, very good condition, tyres 901, new, £450. Box CM7317, care of "The Commercial Motor." 773-4439

MAUDSLAY 8-wheeler, Gardner 6LW engine, double drive, 24-ft. flat, 5-speed box, £325. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 773-xD434

MORRIS AND MORRIS-COMMERCIAL

4 X 4 Unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-650

1956 MORRIS Cowley vans, choice of two, both unwritten, from £300. Terms available. Ent 6919.

1954 MORRIS LD2 30-cwt. van, far above average, £305. Terms available. Ent 6919. 773-40

1954 MORRIS MINOR van, estate car conversion, £320. £395.
EDWARDS BROS. (SALISBURY), LTD. main FORD Dealer, Castle Garage, Salisbury 5301-2-3. 773-239

PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.
PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penrhyn Rd., Kingston 5618. 773-225

G.T.C. (COMMERCIALS), LTD.

1950 MORRIS 5-ton long-wheelbase truck, forward control, 16-ft. body, £65.
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., G.T.C., Bow Rd., E.3. (Opposite Bow Rd. Underground station.) Advance 5242-3. 773-450

1955 MORRIS 30-cwt. van, LD2, unwritten, £340. W. H. Baker, Ltd., Wallingford, Berks. 773-1

1949 MORRIS 5-cwt. very good condition, £125. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 773-338

1953-4 MORRIS J-type 12-cwt. van, in exceptionally good condition throughout, £245.
Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 773-340

FOR sale, 1957 MORRIS 7-ton Diesel short-wheel-tipper, single-end-ram gear, all-steel 6-cy.-d. body, Eaton 2-speed axle, power-assisted steering and 825 by 20 tyres, mileage 4,500, price £1,700. Wray Park Garage, Ltd. Phone, Reigate 2263. 773-358

1956 -57 J2 type 15-cwt. van, in excellent order, only 11,000 miles, £398.
K.J. MOTORS, LTD., Widmore Rd., Bromley Kent. Ravensbourne 3456. 773-376

SCAMMELL

SCAMMELL 6 x 6 and 6 x 4 tractor units, in first-class order, any commission welcomed.
SWORDER (MOTORS), Lane End, High Wycombe, Bucks. Phone, Lane End 234. 775-6503

1950 SCAMMELL 20-ton tractor unit with Dyson 25-ton low-loader trailer, 20 ft. in well, knock-out axles, air brakes, in excellent order throughout, £1,950. Terms and exchanges.

1950 SCAMMELL articulated tractor unit, Gardner 6LW engine, 6-speed box, in good running order and appearance, choice of five, also a selection of trailers, low-loaders and tandem-axled flat and drop-sided types for use with same.

1950 SCAMMELL 6-ton Scarab units, choice of two, with or without trailers.

1949 SCAMMELL rigid 8-wheeler, 24-ft. body, 6LW engine, 6-speed box, in good running order and property of a very large concern, well maintained, £650.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 773-241

1944 SCAMMELL tractor, 6LW Gardner engine, fully floating axle on twin 40 by 8 tyres, £600. Kerby Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 773-232

SCAMMELL Horse 6-ton articulator, two 17-ft. trailers, good order, original tyres, one owner, 1953, £459. Complete, Sidney Seward, Ltd., Bristol. Phone 23713. 774-2430

SEDDON

FOR sale, 1948 SEDDON 6-ton platform, good condition throughout, price very reasonable, any trial. Pearce, 17 Alexandra Rd., St. Ives, Cornwall. Phone, St. Ives 788. 774-x108

SEDDON 1956 long-wheelbase tipper, Pilot body, large capacity, immaculate condition, £1,200. 10RB excavator, fitted face-shovel equipment, reconditioned January, 1956, excellent condition, £700. Box CM7212, care of "The Commercial Motor." 773-2224

5-6-TONNERS, one owner, choice of several from £150.
PRICE'S (EARL SHILTON), LTD. Phone, Leicester 4743321. 773-78

Used Goods Vehicles (contd.)

1950 SEDDON 7.8-ton Diesel, 16-ft. drop-side, tyres good, twin fuel tanks, one C-licence owner only. December, SEDDON, Diesel, wheelbase, drop-side, repainted ready for work.

1954 SEDDON 7.8-ton Diesel drop-side truck, good tyres and condition, choice of three.

1955 SEDDON Mk. 51 Diesel 7.8-ton drop-side, recent replacement engine, good tyres, wide cab, unladen weight 2,190.

1956 SEDDON Diesel 7-ton 1,000-cu.-ft. van, replacement engine.

1956 SEDDON Diesel 7.8-ton, new platform body, replacement engine.

CATTLE-HORSE truck, SEDDON, Diesel, 1954, repainted grain finish, lift-off container, plastic panel in roof, Luton over-cab, small mileage, genuine machine at half list price.

SEDDON van, 1949, built-in cab, smart streamline body needs repaint, cheap for quick sale.

OTHER SEDDON models available at reasonable prices. Terms arranged with pleasure.

NEW SEDDONS, quick delivery all models.

RYLAND GARAGE, LTD.,

RYLAND STREET,

off Broad Street,

BIRMINGHAM, 16.

Phone, Edgbaston 4501. 773-261

WEYBRIDGE AUTOMOBILES, LTD.,

QUEEN'S ROAD, WEYBRIDGE.

Weybridge 2233.

1955 SEDDON 25-cwt. drop-side truck, fitted with Perkins P3 engine, 29,000 miles, very good condition, £395. 773-290

1948 SEDDON 5-ton long-wheelbase tilt wagon, good cab, P6 engine, servo brakes, 5-speed box, poor tyres, £150. Langley Mill 3182. 773-123

1955 SEDDON Diesel, alloy body as new, £750. Pearl Street Garage, Sheffield 29139, 37529. 773-164

1953 SEDDON 6-7-ton boxvan, alloy body and cab, one owner, good condition, £650. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 773-328

1947 SEDDON 6-tonner, price £225.
T. AND F. MOTORS, LTD., 2a Poole Park, London. N.4. Phone, Archway 4582. 773-465

SENTINEL

1955 SENTINEL long-wheelbase, 20-ft. drop-side body, one owner, excellent condition all round, including tyres, standardising, sacrifice, £800.

1955 (Late) SENTINEL light 6-wheel hydraulic tipper, 18-ft. 6-in. body, 4-ft. removable sides, immaculate condition and good tyres, standardisation, £1,500.

G. ROWBERRY AND SONS, LTD., 264 Oxhill Rd., G. Handsworth, Birmingham. Northern 3539. 774-6515

THORNCROFT

4 X 4 Unregistered ex-W.D. trucks, very good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-651

1953 THORNCROFT Nippy Star 4-ton van, lined for foodstuffs, 57,000 miles only, £175. LEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 773-55

Thornycroft Wanted

WANTED, Trident, Sturvy Special or 4-wheeled Trusty vehicles. Registered not prior to 1950.
LONGTON TRANSPORT EQUIPMENT CO., LTD., Longton, Stoke-on-Trent. Phone, Longton 33231. 775-6399

TROJAN

TROJAN gown van, choice of two at £165.
SMITH AND BLACKWELL, LTD., 325 Essex Rd., Islington, N.1. Canonbury 6451. 773-351

VULCAN

1952 VULCAN 7G, fitted Gardner 4LW Diesel, wooden drop-side tipper, good 36 by 8 tyres, £475.

E. J. BAKER AND CO. (DORKING), LTD., 55-61 London Rd., Chertsey 2391. 773-378

UNCLASSIFIED

LEONARD BEER AND CO., LTD.

NEW ALBION VEHICLES IN STOCK.

NEW CHIEFTAIN CH3L MODEL COMPLETE.

NEW CHIEFTAIN FT37KEL EXPORT MODEL COMPLETE.

NEW CLAYMORE CL3N CHASSIS AND CAB.

SECOND HAND VEHICLES:

1952 ALBION Chieftain, complete, very good.

1952 DODGE 5-ton long-wheelbase, recommended.

1950 VULCAN, P6 engine, good runner.

1948 SEDDON, P6, guaranteed condition.

KINGSBURY ROAD, SOUTHAMPTON.

Phone 25750. 773-6505

Used Goods Vehicles (contd.)

JOHN JORDAN,

E.R.F. DISTRIBUTORS, FORD AND COMMERCIAL AGENTS,
 MANOR GARAGE, SANDY, BEDS.
 Phone Sandy 271 (two lines)

TOP price paid for your vehicle in part-exchange. One-third deposit. Immediate H.P. arranged.
DIESEL trucks.

NEW E.R.F. 44G 4-wheel, 20-ft. platform, £3,122.

NEW FORD Trader 6D 7-ton chassis-cab, £1,432.

COMMER Rootes Diesel long-wheelbase chassis and cab, list price.
 Thames E17 long-wheelbase tippers, £585.

1956 FORD 4D short-wheelbase tippers, £475 each.

1955 COMMER TS3 long-wheelbase drop-side, from £925.

1955 DENNIS Stork 15-ft. drop-side, £425.

1955 Rebuilt A.E.C. 8-wheeler long-wheelbase alloy tipper, £1,650.

1945 DENNIS Max, 18-ft. platform, £325.

1952 SEDDON, Carrimore 21-ft. platform articulated unit, 10-12-tonner, £650.

1955 MORRIS 3-ton drop-side, R.M.C. Diesel, normal control, £385.

1950 DODGE 105, 17-ft. platform.

1950 VULCAN, 17-ft. platform, £350.

1949 JENSEN 6-ton 23-ft. alloy platform, ideal caravan transporter or bulky loads, £345.

1948 SEDDON 7-ton chassis-cab, £325.

1945 MAUDSLAY, 18-ft. platform, £175.

1940 FODEN, 16-ft. platform, £195.

1940 E.R.F. twin-steering 6-wheeler, light model, fitted 4LW, £425.

1948 A.E.C. Monarch 4-wheel 10-tonner, Duramir cab and body, unladen weight 4 tons 5 cwt., taxed, excellent condition, £650.

PETROL trucks.

1954 BEDFORD A-type 6-ton long-wheelbase drop-side, £395.

1954 COMMER Q4 16-ft. drop-side, £425.

1954 (Registered) COMMER QX short-wheelbase tipper, £325.

1951 COMMER Q3 13-ft. drop-side, £125.

1950 COMMER QX underfloor 16-ft. 6-in. drop-side, £175.

COMMER Q5 short-wheelbase with breakdown body, £25.

CHEVROLET breakdowns 4 x 4, twin Gar Wood long jobs, £350.

VANS, etc.

NEW Thames 15-cwt. forward-control van, £579.

1956 BEDFORD C.A. van, as new, £350.

1956 BEDFORD C.A. van, £345.

1955 BEDFORD C.A. van, £285.

1949 AUSTIN 3-way, new P4 Diesel, £395.

1956 FORDSON 10-cwt. van, 16,000 miles, £275.

TRADE inquiries invited. Open Sunday mornings.

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CHARLES WENSLEY AND SONS, LTD.

OFFER THE FOLLOWING:—

1947 BEDFORD 5-ton short-wheelbase tipper, metal body, £170.

1950 BEDFORD 5-ton short-wheelbase tipper, wooden body, £180.

1949 BEDFORD 5-ton long-wheelbase with chassis extension, 16-ft. 6-in. body, P6 engine, £400.

1949 BEDFORD 5-ton long-wheelbase tipper, P6 engine, £310.

1947 AUSTIN 5-ton long-wheelbase tipper, new engine last year, £175.

1946 MORRIS 5-ton long-wheelbase platform truck, £165.

HIRE-PURCHASE AND INSURANCE ON THE SPOT.

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SHELDON, BIRMINGHAM, 26.

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AUSTIN 25-cwt. vans, choice of several, from £65.

FORDSON 4D tipper, £425.

1955 A40 Countryman, £395.

1955 AUSTIN A40 van, £300

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A39

Used Goods Vehicles (contd.)

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OFFER THE BEST SELECTION OF USED TRUCKS IN THE MIDLANDS.

- 1957** Rebuilt BEDFORD 5-ton A-type platform lorry, P6 Diesel, rebuilt to new standard with new chassis, gearbox, etc., £650.
1952 FORD Thames 2-3-ton platform lorry, petrol, £150.
1948 COMMER drop-side truck, P6 Diesel engine, clean, £150.
1954 Registered A.E.C. drop-side long-wheelbase truck, £650.
1955 DODGE 146/R6 long-wheelbase drop-side truck, R6 Diesel engine, 52,000 miles only, clean, excellent condition, £800.
1953 FODEN 6-wheel tipper, 6LW engine, double-drive, 16-ft. alloy body, clean, choice of two, each £2,100.
1954 FODEN 6-wheel tipper, 6LW engine, double-drive, 16-ft. alloy body, clean, £2,250.
1957 September FORD Trader 5-ton 138-in. 6D Diesel tipper, heavy-duty equipment, 13-ft. 6-in. sides and 2-ft. extensions, £1,100.
1955 BEDFORD R6 6-wheeled tipper, twin-ran gear, 18-ft. body, £875.
1955 FORD Thames standard 2-ton van, 4D Diesel engine, low mileage, £475.
1954 DODGE 3-4-ton tipper, petrol, £200.
1955 LEYLAND Octopus 8-wheeled tipper, Pilot gear, 20-ft. body, £2,950.
1954 LEYLAND Octopus 8-wheeled tipper, Pilot gear, 20-ft. body, £2,500.
1954 DODGE 105P6 long-wheelbase drop-side truck, P6 Diesel, £650.
1956 DODGE 103AP6 tipper, P6 Diesel, 2-speed axle, choice of two, each £850.
1955 DODGE 103AP6 tipper, P6 Diesel, 2-speed axle, £650.
1953 DODGE 123A short-wheelbase tipper, petrol, 2-speed axle, £375.
1953 LEYLAND Comet platform lorry, very sound, £900.
1949 SENTINEL 7-ton platform lorry, £550.

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- 1955** Thames long-wheelbase 4D Luton van, 1,000 cu. ft., new engine, axle and brakes fitted May 1958.
1952 BEDFORD 5-ton long-wheelbase petrol truck, C-licensed owner, good condition throughout.
1952 MORRIS-COMMER 5-ton long-wheelbase Diesel truck.
1951 DODGE 5-ton long-wheelbase 105AP6 twin telehouse tipping truck, very good tyres, 2-speed axle, very well maintained, records available.
1950 COMMER 5-ton long-wheelbase platform truck, petrol engine.
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- MOST USED** COMMER models for immediate delivery.
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1955 SEDDON, fitted with Boys trailer axle, 23-ft. body, wrap-round screen, Perkins P6 engine.
1952 MORRIS Cowley van, excellent condition.
1956 10-ton COMMER articulator, with Hands trailer, Rootes Diesel engine.
B BEDFORD 1956 12-cwt. van. 773-110

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PERKINS DIESEL SIGNHOLDERS.

- 1953** TROJAN Diesel 1-ton van, engine fitted new rings, etc., £325.
1956 DODGE Model 123 6-ton petrol tipper with 5-speed box and Edbro gear with 6-cu.-yd. steel drop-sided body, £625.
1955 DODGE Model 123 6-ton petrol tipper with 5-speed box and Anthony gear and 6-cu.-yd. steel drop-sided body, £625.
1955 DODGE Model 123 6-ton petrol tipper with 5-speed box and Anthony gear and 6-cu.-yd. steel fitted body, £585.
1953 DODGE Model 125 petrol 6-ton long-wheelbase truck with 5-speed box (choice of two), £350.
1952 DODGE Model 105 5-ton long-wheelbase petrol truck with 4-speed gearbox, £300.
1950 DODGE Model 125, converted to Diesel engine, drop-sided body and 5-speed gearbox, £350.
1955 AUSTIN 5-ton normal-control long-wheelbase petrol truck, £400.
1953 BEDFORD 5-ton tipper with petrol engine and 5-cu.-yd. steel tipping body, £325.
1953 DODGE 105 5-ton petrol-engined long-wheelbase truck, 4-speed box, £200.
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1951 BEDFORD 5-ton petrol drop-side, LOG 266, £190.
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OLYMPIA, CHESTER ROAD.
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UNREGISTERED COMMER 5-ton Superpoise 5-cu.-yd. fitted alloy body, Edbro gear, shop soiled only, cost £1450, £1,100.
1956 COMMER 7-cwt. Cob van, good condition, painted thistle grey, good tyres, taxed December, £325.
1954 May, BEDFORD 10-25-cwt. van, painted blue, good condition, £250.
1952 August, Thames (FORDSON) 2-ton van, good tyres, painted blue, good condition, £175.
1955 February, COMMER express delivery van, good condition, painted red, good tyres, £275.
1956 June, MORRIS 1-ton van, painted grey, good tyres, good condition, taxed December, £325.

ROCHESTER.

HIGH STREET,
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- 1948** AUSTIN 3-way van, brown, one owner, good running order, good tyres, £159.
1951 AUSTIN 10-cwt. van, green, good condition, good tyres, £249.
1957 COMMER EDV, grey, one owner, as new, excellent condition, £490.
1946 COMMER Q3 truck, green, one owner, includes canopy, good running order, £89.
1953 COMMER 1-4-ton pickup, one owner, excellent mechanical condition, good tyres, £275.
1957 COMMER EDV, blue, one owner, as new, excellent condition, £475.
1945 FORDSON 4-ton van, brown, one owner, £99.
1953 BEDFORD drop-side truck, good condition, good tyres, £325.
1950 November, Bradford van, green, mechanically sound, good tyres, £159.
1957 COMMER Cob light van, one owner, low mileage, exceptional condition, £425.

CANTERBURY.

THE PAVILLION,
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- 1956** AUSTIN 1-ton Diesel van, £625.
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1954 MORRIS Dormobile, £325. 773-60

TWO GATES GARAGE, LTD.

OXFORD ROAD,
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THE MIDLAND PERKINS SPECIALISTS.
NO REASONABLE OFFER WILL BE REFUSED FOR—

- 1954** MORRIS Minor van, £325 (two).
1954 MORRIS Cowley van, £310.
1955 FORD 10-cwt. van, £295.
1955 FORD 5-cwt. van, £325.
1952 VULCAN 7-ton long-wheelbase model 7GF, £385.
1954 BEDFORD 7-ton long-wheelbase Diesel, £625.
1955 BEDFORD 7-ton long-wheelbase Diesel, £675.
1949 DODGE 5-ton short-wheelbase Diesel tipper £145.
A AUSTIN 6 by 4 chassis-cab, Diesel, £175.

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1953 BEDFORD 5-ton A model platform truck, £325.
1953 E.R.F., fitted with 5-cylinder Gardner engine, 18-ft. 6-in. platform body, air braking, recently completely overhauled by E.R.F., £1,250.
1953 E.R.F., fitted with 5-cylinder Gardner engine, 18-ft. 6-in. platform body, air braking, recently completely overhauled by E.R.F., £1,275.
1948 SEDDON long-wheelbase platform truck, tyres as new, £165.
1949 FODEN FG model, fitted with 5LW Gardner engine, 20-ft. double-drop-sided body, 36 by 8 tyres, complete with 18-ft. Eagle trailer, £800.
1949-50 BEDFORD 5-ton long-wheelbase twin-ran hydraulic tipper, choice of nine, £145 each.
1952-54 FORDSON ETC hydraulic tippers, steel body, Anthony hoist, choice of nine, £115 each.
HIRE-PURCHASE arranged.

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- NEW** ALBION 6-wheel Reiver chassis with Leyland power unit and 6-speed gearbox.
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OTHER models from 5 cwt. upwards.

NEW York 25-ft. semi-trailers with Scammell couplings, choice of three.

1956 ALBION Reiver, 6-wheel double-drive axle, platform body, very fine order throughout.

1952 September, Vanguard 10-cwt. van.

1949 MAUDSLAY Meritor 8-wheeler, 9.6 A.E.C. power unit, needs some body repairs, good mechanical order, cheap for quick sale.

1948 SEDDON with P6 unit, good order.

UNREGISTERED A.E.C. Matador 4 x 4 petrol unit, all as new and complete with winch.

FORK LIFT TRUCKS.

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A Number of Ross, Clark and Towmotor, 3,000-14,000 lb. capacity. Write, phone for particulars.

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TWO new and unregistered FODEN 8-wheelers, fitted with 6LW Gardner engine, double-drive rear axles, 9.00 by 20 14-ply tyres, air braking, 24-ft. platform body.

ONE FODEN 1951 8-wheeler, 6-cylinder engine, 24-ft. platform body, 9.00 by 20 tyres, very clean.

ONE 1951 and 1954 FODEN 8-wheel tippers, 6-cylinder engines, fitted with F10 tipping gear, on 9.00 by 20 tyres, wooden 22-ft. bodies, medium wheelbase.

DODGE platform vehicle, complete with special A licence, 2 tons 18 cwt.

DODGE platform, complete with special A licence, 4 tons 8 cwt.

1948-50 4-wheel MAUDSLAYS 20-ft. platforms, several 1953 to 1955 A.E.C. Mammoth Majors, 8-wheelers, 9.6-litre engines, double-drive rear axles, U-7 Pilot tippers, 21-ft. wooden bodies, 16-ft. 9-in. wheelbase, perfect condition.

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- 1957** GUY Otter tipper, P6 engine.
1953 FORD Sunex, P6, 20-ft. platform body.
1953 ALBION 8-wheel tipper, Albion 6-cylinder Diesel engine, 22-ft. 6-in. alloy body.
1956 FORD 4D, new engine fitted, platform body.
1955 FORD 4D, Diesel engine, platform.
1955 BEDFORD A type, Perkins P6, sided platform.
1955 GUY Otter, Gardner 4LK, platform body.
1955 GUY Otter, Perkins P6, platform body.
1953 RUTLAND Condor, 4-cylinder Meadows Diesel, chassis and cab.
1952 THORNYCROFT Sturdy Star, TR6 direct-injection Diesel engine.
1950 MORRIS FV 6-cylinder Saurer Diesel engine.
1949 MAUDSLAY Mogul tipper, A.E.C. 7.7 engine, 15-ft. steel body.

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BURNLEY.
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- 1956** DODGE 145 AR6 coal tipper.
1953 MORRIS 5-ton Diesel.
1949 FODEN 6-wheeler.
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NEW DODGE 146 AR6 double-drop-side (choice of two).

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YORK trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today. **TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

NEW VEHICLES

FOR IMMEDIATE DELIVERY:—

BEDFORD 7-ton U-shaped steel tipper, R6 engine, Eaton 2-speed axle, 9.00 by 20 tyres, this vehicle is new but registered and unused, £1,950, maker's guarantee.

BEDFORD 6-ton medium-wheelbase (132-in.) Bedford Diesel engine, £1,466.

BEDFORD Martin Walter ambulance, mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £1,775.

BEDFORD 10-12-cwt. drop-side, separate cab, pick-up truck, 1952, £1,814.

FORD 14-ft. 6-in. wheelbase double-drive 8-wheeler, 6LW Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

SPECIAL A LICENCE.

SOUTH WALES AND WEST.

SEDDON 1948 long-wheelbase drop-side lorry, this is an exceptional vehicle, has a 4LK Gardner engine, all good tyres, £1,500.

BEDFORD (June, 1958), Bedford Diesel, medium-wheelbase 6-tonner, 14-ft. 6-in. platform body, £2,200.

LEYLAND Octopus, 1952, long wheelbase, drop side, in good condition throughout, £3,750.

LONG WHEELBASE.

LEYLAND Octopus, 1951, in exceptionally good condition throughout, works-reconditioned engine fitted six months ago, £2,300.

ALBION 1950 double-drive, 8-wheeler, 24-ft. platform body, Albion type, the complete machine is in exceptionally good condition, £1,200.

E.R.F. 1943, 5LW Gardner engine, very clean 1949 wagon, £500.

BEDFORD 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,000.

ALBION 1951 Chieftain, lightweight body, wood sides, a good condition throughout, £660.

GUY Otter, 1953, P6, 2-speed rear axle, platform body, clear machine, in good mechanical condition, £650.

BEDFORD 1949 long-wheelbase standard 5-ton, fitted with Tiverton cattle truck, Tiverton fold-over under-floor ramp built especially to dismantle to convert to ordinary platform lorry but is still a perfect cattle truck and suitable for horses, £400.

FORDSON 1953 5-ton long-wheelbase drop-side truck, P6 engine, excellent condition throughout, £350.

BEDFORD 1953 7-ton long-wheelbase petrol drop-side truck, £350.

FORDEN 1939 long-wheelbase platform, 4LK Gardner, in very nice condition throughout, £350.

SEDDON 1947 long-wheelbase double-drop-side, £275.

AUSTIN 1951 3-way vans, quite good condition, choice of three, £100.

LEYLAND Comet long-wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £800.

MAUDSLAY 1948 long-wheelbase platform, A.E.C. 7.7 engine in fair condition throughout, £600.

ALBION 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.

TRAILERS AND ARTICULATED.

YORK new 10-ton 25-ft. platform trailers, S.A.E. coupling, 9.00 by 20, £1,200.

DYSON new 15-20-ton low-loading semi-trailer, 20 ft. in well, vacuum brakes, £1,575.

MAUDSLAY 1948 tractor unit, fitted with 5LW Gardner engine, S.A.E. coupling, suit above trailer, £700.

YORK new 16-ton, 18 ft. in well, knock-out axle, two-line air brakes, low-loading trailer, £1,294.

YORK new 15-ton, 16 ft. in well, knock-out axle, vacuum brakes, low-loading semi-trailer, £1,190.

AUSTIN-TASKER 1948 tractor unit, complete with Tasker 16-ft. 6-in. in-well low-loading semi-trailer, knock-out axle, £750.

AUSTIN Loadstar articulator, 1951, petrol, Tasker platform trailer, landing wheels, £400.

ALDERSLEY 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out axle, £350.

MAUDSLAY tractor unit, 1945, 7.7 A.E.C., £350.

SCAMMELL platform trailer, good condition, £300.

AUSTIN 1947 articulated Tasker, platform trailer, landing wheels, £275.

BEDFORD-SCAMMELL 1948 tractor units, choice of two, £100 each.

MAUDSLAY 1948 tractor unit, 5LW Gardner engine, in exceptional condition throughout, complete with two Tasker tandem-axle 14-ton platform trailers, £1,850.

ALBION Chieftain, 1950, fitted with Meadows 4-cylinder Diesel engine, Carrimore close-coupled semi-trailer, 25-ft. platform, 8.25 by 20 tyres all round, good condition throughout, £650. Or with Tasker platform trailer and 16-ft. 6-in. well low-loading trailer, 8-10-ton, £1,350 complete with both trailers.

TIPPERS.

SEDDON, November, 1956, 2-speed, 7-ton standard, underbody tipping gear, 9.00 by 20 tyres, exceptionally good condition throughout, £1,150.

AUSTIN 1955 5-ton steel body petrol tipper, clean condition, £425.

RUTLAND, December, 1955, end tipper, fitted with A.E.C. 7.7 Diesel engine, heavy-duty Eaton 2-speed axle, in very good condition throughout, £1,500.

(Continued in next column)

Used Goods Vehicles (contd.)

COMMER 1952 P6 standard wood-body tipper, £400.
BEDFORD 1949 standard 5-ton petrol tipper, good condition, cheap little wagon, £275.
SEDDON 1948 steel-body tipper, rough condition, £150 to clear.

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VAUXHALL AND BEDFORD MAIN DEALERS.
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CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines). 773-27

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ATKINSON, AUSTIN, DODGE, FORD.

1954 AUSTIN 2-ton Loadstar D.S. truck.

1954 November, BEDFORD 7-ton, R6 Diesel, 17-ft. alloy platform body.

1953 AUSTIN Loadstar 5-ton, P6 engine, 14-ft. drop-side body.

1950 DENNIS Jubilee rigid 8-wheeler, 24-ft. platform body.

1954 DODGE 7-ton Diesel short-wheelbase tipper.

1949 MAUDSLAY Mogul 7-8-ton chassis-cab, 7.7 A.E.C. engine.

PRALLS (HEREFORD), LTD.

HOLMER ROAD, HEREFORD.

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1951 AUSTIN 25-cwt. drop-side truck, £195.

1954 AUSTIN 2-ton forward-control boxvan, £395.

1954 BEDFORD Dormobile, £375.

December, BEDFORD 10-12-cwt. van, £295.

1955 FORDSON 10-cwt. van, choice of several from £195.

1955 AUSTIN 7-ton long-wheelbase B.M.C. Diesel truck, £295.

1956 DENNIS 5-ton boxvan, £95.

1947 MORRIS J-type van, choice of several from £225.

1954 THE CAR MART, LTD.

WELSH HARP.

EDGEWARE ROAD, N.W.9.

Hendon 6300.

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SELLERS AND BATTY (SALES), LTD.

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E.R.F. FORD, SENTINEL.

1936 A.E.C. 7.7 8-wheeler flat fitted booster box, single drive, medium wheelbase, suitable for tipper, good condition, recently rebuilt, cheap to clear, £295.

1955 BEDFORD P5 5-ton drop-side truck, one owner, immaculate.

1956 FORD Thames 4D chassis and cab, fitted all heavy-duty equipment, 25-in. Balco extension, £25 by 20 rear tyres.

1954 FORD Thames ET7 platform lorry, fitted Perkins P6 general condition very good.

1954 AUSTIN Loadstar Diesel P6 5-ton long-wheelbase platform heavy-duty equipment, £295.

1948 E.R.F. model C14 platform lorry, fitted Gardner 4LW, tyre equipment very good.

PART-EXCHANGES

AND

H.P. TERMS

AVAILABLE.

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OFFER:—

AUSTIN 4-5-ton Diesel long-wheelbase Balco extension drop-side truck, 37,000 miles, in as new condition throughout, tyres 50%, finished in green, first registered October 1956, £795.

DENNIS Pax forward-control 6-ton 1,250 cu. ft. Luton van with P6 engine, a sound serviceable vehicle, ex-Cilence operator, first registered February 6, 1950, £350.

THAMES 4D medium-wheelbase 4-cu.-yd. tipper, Tele-T hoist underbody gear, body as new and vehicle just completing thorough overhaul, tyres good all round, first registered February, 1955, highly recommended, £575.

BEDFORD 10-12-cwt. Bonnick alloy platform vehicle, with headboard, mileage 7,500, as new, first registered December, 1957, £495.

FORD Sussex 6-cu.-yd. tipper with Anthony Holst, with P6 engine, fair condition all round, finished in primer, first registered April, 1954, £310.

BEDFORD 2-3-ton petrol drop-side truck, reconditioned, low mileage, six new tyres, first registered October 15, 1956, £525.

AUSTIN 4-5-ton forward-control Diesel platform vehicle, good condition, first registered 1956, £735.

TRADE INQUIRIES INVITED.

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Used Goods Vehicles (contd.)

WILDE AND BENNETT, LTD.

BRAND-NEW COMMER T33, Bedford, Albion Chieftain and similar 7-10-ton long-wheelbase lorries with special A licence East Midlands, North West, Metropolitan and South Eastern Areas.

BRAND-NEW COMMER and Bedford 12-ton articulated lorries. Outfits to your requirements, with special A licence, Northern and North West Areas. Quotations on request.

1957 (Late) GUY 8-wheeler lorry, double drive, 25-in. drop-side body, air brakes, etc., very small mileage and has been carefully used and maintained by owner-driver, only £2,650, or available with owner-driver and is as new, fitted many extras, cost £3,300, our price for quick disposal only £3,650, or available with special A licence, most areas.

Model LEYLAND Octopus 8-wheeler lorry, double drive, air brakes, immaculate condition throughout, fitted many extras, been carefully used and maintained by owner-driver, only £2,650, or available with special A licence Northern and North West Areas, £3,000.

Model LEYLAND Comet 8-10-ton long-wheelbase lorry, 19-ft. platform, very clean, £1,250, available with special A licence Northern and North West Areas.

1954 AUSTIN forward-control 5-ton long-wheelbase tipper, Pilot twin-rim gear, 15-ft. panel-sided body, only £375.

1951 BEDFORD 5-ton long-wheelbase lorry with special A licence North West and Northern Areas, £975.

1955 BEDFORD Diesel 7-ton long-wheelbase lorry with special A licence, 3 tons, East Midlands Area, clean and good, £1,550.

1952 Model AUSTIN Loadstar 5-6-ton long-wheelbase drop-side lorry, exceptionally clean and good condition having been owner-driven and maintained and looks as new and has to be seen to be believed, only £250, or available with special A licence Northern and North West Areas, £1,100.

1955 LEYLAND Comet tipper, 8-10-ton, smart and clean, £1,650.

1955 BEDFORD 5-ton long-wheelbase lorry, small mileage, one owner, very clean, only £395, or available with special A licence Northern and North West Areas, £1,200.

1951 MAUDSLAY 8-10-ton long-wheelbase lorry, 20-ft. platform, clean and good condition, only £550, available with special A licence Northern and North West Areas.

1950 COMMER 6-7-ton long-wheelbase lorry with special A licence Northern and North West Areas, £950.

1955 BEDFORD 5-ton long-wheelbase tipper, very clean and good condition, one careful owner, only £495, available with special A licence, Northern, North West and East Midlands Areas.

1948 THORNYCROFT Sturdy Diesel 6-ton long-wheelbase lorry, exceptionally clean and good, only £150, available with special A licence, most areas.

1952 THORNYCROFT Sturdy Diesel 6-7-ton long-wheelbase lorry with special A licence, 3 tons, Northern and North West Areas, £1,250.

TRAILERS with special A licence, Metropolitan, Eastern, Northern and North West Areas, from £750.

TERMS AND EXCHANGES.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

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AFTER HOURS 356.

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CENTRAL GARAGE.

BARNLEY ROAD, SOUTH ELMSALL.

NEAR PONTEFRAC.

Phone, Elmsall 276-7-8.

USED VEHICLES.

ATKINSON 8-wheeler, July, 1954, with Gardner 6LW, double-drive bogie, 24-ft. alloy and timber platform, in very clean condition.

ALBION Reiver 6-wheeler, December, 1955, with A Leyland Comet engine and fitted with a new 22-ft. 6-in. platform body.

LEYLAND Comet 90, Model ECO2R, July, 1955, L short-wheelbase tipper, good tyres.

DODGE articulator, July, 1955, fitted with P6 engine, B.T.C.-S.A.E. coupling and 20-ft. B.T.C. semi-trailer.

A.E.C. Mammoth Major 8-wheeler, 1936, 7.7 engine, double-drive, 24-ft. platform.

BEDFORD 5-ton long-wheelbase, 1949.

E.R.F. December, 1945, fitted with 7.7 engine and 18-ft. platform body.

BEDFORD 10-12-cwt. van, 1953, in clean condition.

PART-EXCHANGES.

HIRE-PURCHASE AND HIRING AGREEMENTS.

CENTRAL GARAGE.

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AUSTIN A35 van, registered June, 1957, small mileage, exceptional condition.

VULCAN P6 long-wheelbase drop-sider, registered April, 1951, in good condition, well tried.

MAUDSLAY October, 1940, 6-wheeled platform lorry, good condition.

LEYLAND Comet long-wheelbase drop-sider, January, 1952.

LEYLAND Comet short-wheelbase tipper, 1949, in very good order.

COMMER Cob, June, 1957, grey, in excellent condition.

MORRIS Minor pick-up, January, 1955, in nice condition.

FORD 7-cwt. van November, 1956, in excellent condition.

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1956 November, LEYLAND Comet, normal control, 14-ft. 2-in. wheelbase chassis and cab.
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1951 COMMERCIAL long-wheelbase Superpetrol, Perkins P6, excellent condition, £295.
1951 AUSTIN Loadstar Luton van, petrol, £225.
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A42

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1957 BEDFORD 7-ton articulated, Meadows engine, 23-25-ft. trailer, Scammell couplings, low mileage, £1,425.
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1956 BEDFORD A-type 5-ton long-wheelbase, Diesel, 26,000 miles, specimen vehicle, £695.
1956 FORD 4D cab and chassis, very clean, Baico extension, £525.
1956 April, AUSTIN, B.M.C. 6-cylinder Diesel, 5-ton 17-ft. flat, sideboards, 8.25 by 20 tyres, £795.
1955 B.M.C. 3-ton, 20-ft. platform, 4-cylinder Diesel, £575.
1955 COMMERCIAL 3-ton boxvan, Baico extension, extended chassis, £395.
1955 DENNIS Stork 1,450-cu.-ft. Luton van, low platform loader, 4-cylinder Diesel Seddon, weight under 1 tons, all Homalloy body, £950.
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1955 BEDFORD short-wheelbase tipper, Diesel P6, A type, 8.25 by 20 tyres, choice of two, £650.
1955 October, A.E.C. long-wheelbase 8-wheel double-ram Pilot tipper, 9.6 engine, £2,900.
1955 October, BEDFORD 3-ton boxvan, integral cab, Diesel A type, very clean, £550.
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1954 December, BEDFORD short-wheelbase tipper, steel drop-side body, A type Diesel, £625.
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1954 MORRIS LDI Personnel carrier, 12 seats, 12,000 only, £475.
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1953 June, FORD 2-ton 4D van, very clean, £425.
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1948 SEDDON P6 Diesel long-wheelbase truck, £130.

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1953 BEDFORD boxvan, 1,000 cu. ft., separate cab, choice of three, from £280.
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1956 SEDDON 5L (Perkins P6) 6-7-ton 4-wheel 16-ft. platform, B20 tyres, choice two.
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1956 AUSTIN K7 (B.M.C. 5.1-litre) 7-ton 4-wheel 17-ft. drop-sider, 9.00 by 20.
1955 BEDFORD 5-type (Perkins R6 Diesel) 7-ton 4-wheel 16-ft. platform.
1955 DENNIS Centaur (Diesel) 7-8-ton 4-wheel 9-ft. drop-sider, 9.00 by 20 tyres.
1955 BEDFORD S (Perkins R6) 7-ton 4-wheel 15-ft. new Milshaw alloy tipper, 9.00 by 20.
1955 SEDDON 5L (Perkins P6) 6-7-ton 4-wheel Milshaw tipper, 15-ft. timber coal-coal body.
1954 DODGE Kew (Perkins P6) 6-7-ton 4-wheel new Milshaw tipper, 14-ft. timber body.
1953 E.R.F. Type 5G-4 (Gardner 5LW) 7-8-ton 18-ft. platform, 9.00 by 20, choice two.
1953 ATKINSON L1586 (Gardner 6LW) 15-ton 8-wheel 24-ft. platform, 40 by 8, choice of two.
1953 ATKINSON (Gardner 6LW) 8-wheel 15-ton new Milshaw tipper, 23-ft. timber-alloy body.
1951 ALBION HD53L (11-litre Diesel) 9-10-ton 4-wheel 20-ft. drop-sider, choice five.
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1955 FORDSON 10-cwt. vans; choice of several.
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(Supplement)

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1952 BEDFORD 10-ton Scammell unit, petrol, £365.
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1948 THORNYCROFT Sturdy drop-side truck, £250.
1948 DENNIS 5-ton tipper, P6 engine, £300.
1939 E.R.F. Twin Steer, 20-ft. flat, 5LW engine, £375.
HIRE-PURCHASE and exchanges arranged.
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 773-146

MAYDAY MOTORS, LTD.
DODGE DISTRIBUTORS.
1955 Thames 4D, complete truck, in first-class condition, £495.
1955 6-ton DODGE tipper, Model 103, P6 Perkins Diesel, 6 cu. yd. drop-sided, hollow plank constructed light-alloy body, in first-class condition, £825.
1957 Thames Traders 4D 5-ton trucks, long-wheelbase 15-ft. 6-in. drop-side body, choice of three, in first-class condition, at £960.
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473.

MASKELLS (BRISTON), LTD.
AUSTIN 1955 10-cwt. van, small mileage, perfect, £290.
AUSTIN 1957 5-cwt. van, small mileage, as new, £325.
AUSTIN 1955 2-ton Diesel van, excellent condition throughout, £295.
FODEN 1957 20-ton tractor chassis and cab, as new, £2,200.
297 BRISTON ROAD,
LONDON, S.W.9.
Briston 0111 (six lines). 773-301
A43

Used Goods Vehicles (contd.)

RUFFORD MOTOR CO. LTD.
OFFER:—

NEW E.R.F. 8-wheel double-drive, 6-cylinder Gardner engine, 21-ft. alloy-bodied hydraulic tipper, special A licence can be supplied East Midlands, Metropolitan or North Western Area.
NEW DODGE 7-ton 6-wheel Boys tipper.
NEW DODGE 7-ton 15-ft. hydraulic tipper, new type, or long-wheelbase 20-ft. flat, can be supplied with special A licence, Yorkshire or East Midlands Area.
1948 ATKINSON 8-wheel double-drive 21-ft. hydraulic tipper, Edbro gear, 6-cylinder Gardner engine, 40 by 8 tyres.
1950 FODEN 8-wheel double-drive 21-ft. hydraulic tipper. Pilot gear, 40 by 8 tyres, Gardner engine.
1952 FODEN 8-wheel double-drive 22-ft. steel-bodied hydraulic tipper, 2-stroke engine, very clean.
1946 LEYLAND Hippo 6-wheel double-drive 18-ft. steel-bodied hydraulic tipper.
A Metropolitan, East Midlands or North Western Area special A licence.
1955 Rebuilt E.R.F. twin-steer 16-ft. alloy-bodied hydraulic tipper.
1956 FORD D 12-ft. hydraulic tipper, high aided.
1950 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.
1954 SEDDON 14-ft. hydraulic tipper.
1955 Rebuilt E.R.F. 16-ft. alloy-bodied hydraulic tipper, 5-cylinder Gardner, 8750.
1954 BEDFORD long-wheelbase 16-ft. drop-sided truck, R6 engine.
1951 ALBION Chieftain, 16-ft. flat.
1949 FODEN 4-wheel, fitted 4LW Gardner engine, 18-ft. flat.
1952 ATKINSON 22-ft. hydraulic tipper, drop-sided body, 40 by 8 tyres.
1956 SEDDON 14-ft. hydraulic tipper, P6 engine.
1955 LEYLAND Comet, 18-ft. alloy body, new engine.
1954 (Late) DODGE 6-ton 13-ft. drop-sided body, Edbro gear.
1947 A.E.C. 6-wheel 2,500-gal. tanker with pump.
1946 BEDFORD 1,000-cu.-ft. Luton van.
C CHOICE of 30 other trucks, from £50 upwards.

MILE HILL GARAGE,
CHESTERFIELD ROAD NORTH,
MANFIELD.
Phone 2314-5. 773-390

1955 THORNYCROFT Sturdy Diesel 7-ton tipper, 90 h.p., 15-ft. body, 39-in. deep, fixed sides, auto. nose, 1956 Commer Cob, good condition, heater, 18,000 miles, £325. Westmoreland Automobiles, Ltd., Ayrton, Wakenfield. Phone 2464. 773-x440
1956 B.M.C. 7-ton long-wheelbase drop-side truck excellent condition, one owner-driver, 8825.
1954 MORRIS-COMMERIAL 5-ton (Diesel engine and overdrive) normal-control short-wheelbase (P.O.S. 2480).
1947 MAUDSLAY 4-wheeler long-wheelbase (A.E.C. 7.7 engine), bargain, £225.
1949 COMMERCIAL QX 7-ton long-wheelbase drop-side truck, £125.
ERRINGTON'S, Exington, Leicester. Phone 38102-3 773-263
1952 MORRIS 5-cwt. van, black, £150.
1954 MORRIS 5-cwt. van, blue, £275.
1955 FORD 10-cwt. van, exceptionally clean, £250.
CAPITAL MOTOR CO. LTD., Remington St., City Rd., N.1. (Near Angel) Clerkenwell 7450. 773-266
DENNIS Pax, 1951, integral cab, 900 cu. ft.
1947 AUSTIN roller-shutter van, £50. Stevens, 163 Cause Cross Rd., Romford (46942). Essex. 773-287
PEERLESS MOTORS LTD., Bath Rd., Slough. Phone 45121.
1949 BEDFORD long-wheelbase, fair vehicle, £75.
1949 COMMERCIAL, tidy vehicle, £95.
1952 BEDFORD tipper, 7-cu.-yd. steel body, sound order, choice of three from £195. 773-431
BIRCHES BRIDGE GARAGE, Codrall, Wolverhampton, for new B.M.C. and Ford trailers. Phone, Codrall 126 and 291. 773-92

BIRMINGHAM COMMERCIAL OFFER:—

1953 ATKINSON 8-wheeler S/A.
1955 BEDFORD 8-ton long-wheelbase S/A.
1957 BEDFORD 7-ton long-wheelbase.
1957 COMMERCIAL T53 long-wheelbase tipper.
1951 FODEN 8-wheeler S/A.
1956 LEYLAND 6-wheeler (ex Ministry) tipper.
1950 SENTINEL long-wheelbase truck.
1950 SENTINEL 6-wheel tipper.

TERMS AND EXCHANGES.
560 COVENTRY ROAD,
BIRMINGHAM, 18.
Phone, Victoria 0437-8. 773-206

Used Goods Vehicles (contd.)

BEECH'S GARAGE (HANLEY), LTD.
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW BEDFORD 7-ton short-wheelbase tipper, Diesel, U-shaped steel body, 9.00 by 20 tyres, 2-speed axle, immediate delivery.
1955 LEYLAND Octopus 8-wheeler, 24-ft. alloy platform body, double-drive axles, full air pressure brakes, in very good condition.
1955 E.R.F. 4.4(G) 4-wheeler, Gardner 4LW engine, 18-ft. drop-sided body, 9.00 by 20 tyres, 2-speed axle, in first-class order.
1956 BEDFORD 7-ton SEB Diesel tipper, Telehoist twin ram gear, 8.25 by 20 tyres, R6 engine, retained, in very good condition.
1940 FODEN twin-steer, 5LW Gardner engine, 20-ft. platform body, in fair condition throughout.
1950 MAUDSLAY twin-steer, 20-ft. drop-sided body, 10.50 by 20 tyres, in excellent condition.
A.E.C. 6 x 6 Diesel 2,500-gal. refueller, 13.50 by 20 tyres, reconditioned for M.O.S., as new.
A.E.C. Matador 4 x 4 fixed-sided lorries, ex-W.D., power-operated winch, 13.50 by 20 tyres, in excellent condition; choice of two.
A.E.C. engine, 13.50 by 20 tyres, single giant, in excellent condition.
1953 FODEN 6-tonner, Gardner 4LK engine, 5-speed gearbox, 34 by 7 tyres, 16-ft. 6-in. platform body, in very good condition.
1948 A.E.C. 8-wheeler, 9.6-litre engine, 23-ft. drop-sided body, 9.00 by 20 tyres, in very good condition.
14-TON York semi-trailer, 24-ft. platform body, 9.00 by 20 by 14-ply tyres, servo brakes, used for demonstrations.

BEECH'S GARAGE (HANLEY), LTD.
HOPE STREET, HANLEY, STOKE-ON-TRENT.
S-on-T. 25249 and 25240. 773-397

DENNIS Max platform with Diesel engine.
BEDFORD Luton van, reconditioned passenger chassis, fitted with new body.
BEDFORD 27-seater coach, reconditioned chassis, fitted with new body.
S SELECTION of 10-cwt. vans including Bedford, Ford and Morris.

JEFFREYS COMMERCIAL MOTORS,
NEATH ROAD, SWANSEA.
Phone, Swansea 7288, 71859.
BEVERLEY STREET, PORT TALBOT.
Phone 2892. 773-123

DEACON'S GARAGE, Dorchester, Oxon. Phone, Clifton Hampden 217.
O RE 10-ton Harvey-Frost salvage crane, £100.
O NE 7-ton 1951 BEDFORD tipping chassis, £165. 773-102
WELCH'S TRANSPORT LTD., Stapleford, Cambridge. Phone, Shelford 3011, have the following vehicles surplus to requirements. Any reasonable offer accepted.
1947 FODEN D6G/15 8-wheeler, 24-ft. flat platform body on 40 by 8 tyres.
1939 FODEN D6G/15 8-wheeler, almost-new cab, 22-ft. flat platform.
1946 DENNIS Max, 18-ft. platform body.
1947 DENNIS Max, 17-ft. platform body.
1945 VULCAN P6 boxvan on 36 by 8 tyres.
THREE 1950 MORRIS FV petrol-engine 16-ft. 6-in. truck bodies.
1948 ALBION FT3, petrol engine, 1,100 cubic capacity city van body.
S SEVERAL second-hand and reconditioned Perkins P6 and R6 engines. 773-6504
CONSULT Ormskirk Motors, Ltd., for new and used vehicles. See last week's copy for particulars. Phone, Ormskirk 2551. 773-632
TEALE OF HERTFORD.
N EW 1-ton AUSTIN van, petrol, list.
N EW 3-ton forward-control Diesel chassis-cab, list.
1956 FODEN 5-ton, 1954, new tyres, good box body, double floor, tailboard and doors, £87 10s.
1956 BEDFORD CV 10-cwt. van, 1957, clean, £385.
A USTIN 25-cwt. van, 1948, roller shutter at rear, fair, £72 10s.
A. E. NEALE, London Rd., Hertford 2561. 773-139

SPARSHATT'S offer:—
1955 B.M.C. 5-ton Diesel chassis-cab, fitted with new 1,100-cu.-ft. Luton van body, finished in primer, £1,100.
1955 MORRIS 14-ton 340-cu.-ft. van, £485.
1954 SEDDON 25-cwt. Diesel platform truck, £390.
J. H. SPARSHATT AND SONS LTD., London Rd., Hilsa, Portsmouth. Phone, Portsmouth 60361. 773-141
O NE Muirhill Diesel loading shovel, £150; one Land Rover, £200; two Austin A40 pick-ups, 1954, £155 each. Autorex (Liverpool) Ltd., Holmes Lane, Litherland. Phone, Waterloo 2321. 773-202

WADHAMS, LTD.
THE AVENUE, SOUTHAMPTON.
DISTRIBUTORS FOR MORRIS COMMERCIAL VEHICLES.
Phone, Southampton 22991.

1951 DODGE 5-ton Diesel long-wheelbase truck, in first-class order, £375.
1957 Model MORRIS 1000 4-ton van, beige, excellent condition, £165.
1955 October, BEDFORD 10-12-cwt. van, green, in excellent condition £350. 773-318

Used Goods Vehicles (contd.)

TILBURY'S (SOTON), LTD.
CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.
COMMER MAIN DEALERS (HEAVY).
PART-EXCHANGE ARRANGED.

TERMS, BOTH H.P. AND RENTAL AVAILABLE.

DEMONSTRATION VEHICLES.

S SEDDON Diesel Mk. 15, fitted with P6 engine, 13 ft. 6 in. wheelbase cab and chassis, 8.25 tyre equipment, 773-393

USED VEHICLES.

1956 B.M.C. 7-tonner, double-drop-side, fitted with power steering and twin-speed axle, very clean condition.
1954 November, SEDDON Diesel, Scammell articulated unit, fitted with de luxe cab, indication board, modified R6 engine, one owner, above average condition.
1953 SEDDON Mk. 5L, fitted with Homalloy body, under 3 tons unladen, excellent condition.
1950 E.R.F., fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout, including mechanical condition.
1954 (Late) SCAMMELL Scarab, fitted with twin rear wheels, exceptionally good condition throughout.
1949 COMMERCIAL Superposie Perkins Diesel platform truck, considerably above average condition.
A ALWAYS in stock, Diesel-engined vehicles between £200-£400. 773-393

FRANK G. GATES, LTD.
MAIN FORD DEALERS,
GATES CORNER, E.18.
Wan 6633.

1957 AUSTIN 15-cwt. pick-up, £425.
1947 BEDFORD petrol tipper, £110.
1949 COMMERCIAL forward-control, flat platform, £195.
1951 BEDFORD normal-control, flat platform, £175.
A USTIN 3-way vans, £175 and £95. 773-346

H. TAYLOR AND CO., LTD., offer:—

1956, September, BEDFORD 10-12-cwt. C.A.V., blue, one owner, £350.
1955, March, COMMERCIAL Express delivery van, grey, £325.
1955, June, COMMERCIAL Express delivery van, maroon, £350.
1951 FORD 5-cwt. van, blue £110
1-2 THE CRESCENT, SURBITON, Elmbridge 0081. 773-142
F ODEN, 6LW engine, 24-ft. box body, roller shutter, 3-way loader, one owner, C licence, very clean, separate cab, £450.
F ODEN 6-wheeler Twin Steer, 4LW engine, one C licence owner, platform body, very good mechanically, £250.
1943 SCAMMELL Rigid 8-wheeler, 6LW engine, platform body, very good mechanically, £450. Bal 5477. 773-x445
1956 BEDFORD drop-side truck, choice of three, Perkins R6 engines, 1955 and 1956.
B.M.C. 5-ton long-wheelbase tipper, 1955.
F ORD JD, choice of three short-wheelbase tippers, 1956 and 1957 models.
G. C. MUMTON, Westcliffe Rd., Ruskington, Lincolnshire. Phone, Ruskington 273. 773-83
W. HAROLD PERRY, LTD., offer the following selection of used vehicles:—
1955 THAMES 5-cwt. vans, excellent condition, £300.
1956 THAMES 7-cwt. vans, excellent condition, £355.
1956 FORDSON 10-cwt. van, excellent condition, £265.
1956 November, A35 van, as new, £355.
1956 A40 van, £355.
1956, December, AUSTIN Omnivan, 15-cwt., resprayed, £425.
1954, October, AUSTIN 2-3-ton, Diesel, boxvan, repainted, £445.
1956 STANDARD 6-cwt. van, excellent condition, £300.
1957 BEDFORD Utilibrake, 15,000 miles, 2-tone blue, excellent condition, £475.
W. HAROLD PERRY, LTD., main FORD dealers.
W. Invicta Works, North Finchley, N.12. Phone, Hillaide 8888. 773-115

G. H. DUNNING,
BALLARDS YARD,
HIGH STREET, EDGWARE.
Edgware 2572.

OPEN WEEK-ENDS.

B EDFORD, October, 1953, A-type 5-ton boxvan, roller shutters side and rear, immaculate, £485.
B EDFORD, 1953, S-type 7-ton tipper, £365.
F ORD, 1952, 4D 2-ton van, £325.
F ORD, 1952, P6, six wheels, double-drop-side, 7-8 tons, flat, £275.
T ROJAN, 1953, P3 van, £295.
B EDFORD, 1951, 2-ton truck, £165.
B EDFORD, 1949, P6, long-wheelbase, £165.
VARIOUS other second-hand vehicles too numerous to mention. Please inquire. 773-349

Used Goods Vehicles (contd.)

BEDFORD.
GARLICK, BURRELL AND EDWARDS, LTD.
(COMMERCIAL VEHICLE SALES).
188 REGENT ROAD,
LIVERPOOL, 20.

OFFER THE FOLLOWING 1957 "QUALITY TESTED" TRUCKS, ALL COMPETITIVELY PRICED:—

1957 BEDFORD 300-cu.-in. Diesel 5-ton long-wheelbase drop-side truck.
1957 BEDFORD 5-ton long-wheelbase platform and drop-side truck, Perkins P6.
1957 B.M.C. 7-ton platform truck, 2-speed axle, power steering, 900 by 20 tyres and 3-piece wheels.

1955, October, BEDFORD 10-ton Scammell R6 Diesel tractor unit, in excellent condition.

THE FOLLOWING MACHINES TO BE SOLD WITHOUT PART-EXCHANGE AT INCOMPARABLE PRICES:—

1954 BEDFORD A-type 5-ton long-wheelbase petrol platform truck, £325.
A NOTHER, similar to the above but drop-side truck, £225.

1950 DENNIS Max long-wheelbase flat, £300.

MANY OTHERS SIMILAR TO THE ABOVE FOR VALUE, QUALITY AND SERVICE.

PHONE **B 4343**.
DEMONSTRATIONS ARRANGED IMMEDIATELY.

GARLICK, BURRELL AND EDWARDS, LTD.
188 REGENT ROAD,
LIVERPOOL, 20. 773-445

THE NIGHTINGALE ENGINEERING CO., LTD.

NEW ATKINSON L1786 double-drive chassis-cab, immediate delivery.

NEW ATKINSON L644 LWL chassis-cab, immediate delivery.

1958 (Registered) FODEN 6-wheeler platform, double drive, 40 by 8 tyres, small mileage, choice of two.

1955 ALBION Clydesdale 20-ft. platform, good mechanical condition, choice of two.

1955 ATKINSON 8-wheeler, 24-ft. platform, Autolube, 40 by 8 tyres, immaculate vehicle.

1954 SCAMMELL 8-wheel chassis-cab, very good mechanical condition throughout; choice of two.

WESTERN LANE, London, S.W.12, Battersea 2193.
773-308

SIMPSON'S MOTORS (WEMBLEY), LTD.
345 HIGH ROAD,
Phone, Wembley 3903, 8691, 4422.

1948 3-horse 3-groom horsebox with Harrison coachwork, good condition.

1951 STANDARD Vanguard estate.

1947 ALBION furniture van, 680 cu. ft.; choice of three.

1947 COMMER van, 30 cwt.

1954 FORD gown van.

1949 FORD 10-cwt. van; choice of three.

1947 GUY Vixen furniture van, 950 cu. ft.

1949 STANDARD Vanguard estate car; choice of two. 773-311

1956 BEDFORD 7-ton long-wheelbase tipper, Meadows engine and 5-speed gearbox, twin-ram rear and double-drop-side wooden tipping body, 900 by 20 tyres.

1955 DODGE Model 106AP6 5-ton long-wheelbase drop-side truck, 2-speed axle, Perkins P6 engine, 8.25 by 20 tyres.

1955 BEDFORD 7-ton short-wheelbase tipper, R6 engine, U-shaped steel body, 8.25 by 20 tyres.

1954 AUSTIN Loadstar 5-ton long-wheelbase tipper, petrol.

1953 DODGE Model 125 6-ton long-wheelbase drop-side truck, petrol, 2-speed axle, 8.25 by 20 tyres.

1947 BEDFORD 5-ton articulated tractor unit and trailer, Perkins P6 engine.

HOLMES AND YOUNIE, LTD., 30-46 Suffolk Rd., Sheffield. Phone 21378-9. 773-147

ONE 8-wheel FODEN double-drive, 6LW, £360.

ONE FODEN chassis and cab, short-wheelbase double-drive, £420.

5-TON BEDFORD flats, 10 to choose from, £55 each.

ERNEST THORPE AND SONS, Thurgoland, nr. Sheffield. Phone, Stockbridge 2152. 773-446

CHASESIDE MOTOR CO., LTD.
GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.
Phone, Enfield 3456.

1954 FORD 10 2-ton Diesel van, £350.

1956 MORRIS J-type boxvan, tyres good all round, taxed for the year, excellent condition, fitted roller shutter, £275.

1955 BEDFORD 10-12-cwt. van, grey-black, excellent condition, £295. 773-271

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, LTD.
SUMMIT WORKS,
BURNLEY.
Phone 2201-4.
PRESTON STREET, BRADFORD, 7.
Preston 2377-8-9.
293 LIVERPOOL STREET, SALFORD, 5.
Pendleton 2845-6.

LARGE SELECTION OF USED VEHICLES IN STOCK. VISIT OUR USED VEHICLE PARK AT SUMMIT WORKS, BURNLEY.

1957 A.E.C. Majestic twin-steer flats or tippers.

1954 A.E.C. 8-wheeler tippers, double drive, 16-ft. 9-in. wheelbase, fitted with 9.6 and 11.3 engines, 22-ft. 6-in. body with 4-ft. 8-in. sideboards, 900 by 24 tyres.

1955 GUY 8-wheeler and trailer with special A licence, Metropolitan Area, 8 tons 13 cwt.

1953 ALBION Chieftain.

1954 BEDFORD articulators, good selection with either Dyson or Tinker semi-trailers, 22-ft. body.

1950 LEYLAND Comet twin-steer, unladen weight 6 tons 1 cwt., 22-ft. timber body, 600 engine.

1949 A.E.C. Monarch Mk. III, 7.7 engine, 21-ft. body.

1951 THORNycroft, 19-ft. 6-in. body, Albion Chieftain engine.

1949 THORNycroft 8-wheeler, 6LW, 24-ft. body.

1948 ALBION CXM, Diesel, 18-ft. body.

1945 E.R.F. twin-steer, A.E.C. engine.

1949 FODEN 6-wheeler, 6LW engine, double drive, 20-ft. body.

1946 ATKINSON 6-wheeler, 6LW engine, double drive.

CHOICE of MAUDSLAY Mosquas, Mustangs and Militants, also E.R.F. twin-steers. 773-458

P.L.P. MOTORS, LTD.
SHOWROOMS AND SALES CONTROL.
44-48 WINNICK ROAD,
WARRINGTON 34636.

1955 THORNycroft Trident Diesel-engine long-wheelbase lorry, nearest offer £900, in very good condition.

1943 AUSTIN 5-ton short-wheelbase tipper, £65.

NEW VAUXHALL Victor estate car, colour blue, available for immediate delivery.

1952 BEDFORD long-wheelbase drop-side lorry, £300.

NEW BEDFORD 10-12-cwt. van, available from stock. 773-294

PETERBOROUGH ENGINEERING CO.
NEW GUY Warrior 15-ft. 9-in. wheelbase chassis-cab.
NEW DODGE 3126AP chassis-cab.

1956 DODGE 146AR6 18-ft. drop-side truck, £875.

1955 FORDSON 4D 7-cu.-yd. standard tipper, £525.

1951 COMMER 7-ton QX 17-ft. light alloy drop-side, clean, £365.

1952 FORD E76 long-wheelbase truck, P6 engine, £250.

1951 SEDDON long-wheelbase truck, ex C-licence owner, 18 miles, £475.

1956 YORK 17-ton 25-ft. tandem trailer, £875.

1942 SCAMMELL 8-ton 18-ft., £150.

44 EYE ROAD,
PETERBOROUGH.
Phone 6161. 773-387

1957, June, 7-ton BEDFORD, Comet engine, sideboards 20,000 miles, in absolutely new condition, £1,350.

GENUINE 1956 BEDFORD 8-ton tractor unit, Perkins P6, 20-ft. trailer, re-engined April, 1958, Eaton 2-speed axle, new tyres all round including spare.

1947 E.R.F. 4 x 4, 18-ft. platform body, tyres as new, chassis and cab in excellent condition.

NUMEROUS 5-ton tippers available.

25 Used vans in stock from 8 to 20 cwt.

BARTON MOTORS (PRESTON), LTD., Preston. Phone, Preston 4664 (10 lines). 773-158

WESSEX MOTORS,
NEW STREET, SALISBURY.
Phone, Salisbury 3275.

1957 STANDARD 12-cwt. van, one owner, low mileage, excellent condition, £400.

1954 (Registered) AUSTIN 2-3-ton Loadstar medium-wheelbase drop-side tipper, ideal builder's vehicle, £285.

1954 MORRIS 1-ton utility van, folding rear seats, £300.

1950 COMMER Q4 5-cu.-yd. end tipper, a sound vehicle, £185.

1957 MORRIS Minibus 13-seater, £495.

1957 MORRIS Kennex 12-seater, £495.

1957 AUSTIN Omnicoach, £495.

1956 MORRIS Minibus 13-seater, £465.

THE ABOVE IS A SELECTION FROM OUR EVER-CHANGING STOCK OF

USED COMMERCIALS.

773-417

August 22, 1958—THE COMMERCIAL MOTOR 63
(Supplement)

Used Goods Vehicles (contd.)

BLACKBIRD HILL GARAGE, LTD.
BLACKBIRD HILL, KINGSBURY, N.W.9.
Phone, Colindale 6134.

COMMERCIAL VEHICLE CENTRE.

1957 FORD 5-cwt. van, extra seat, £350.

1954 FORD 10-cwt. van, £150.

1955 MORRIS Oxford van, £325.

1954 A40 Countryman, £400.

1957 A35 van, £365.

1956 BEDFORD 10-12-cwt. van, £325.

1955 AUSTIN A40 van, extra seat, £320.

1951 AUSTIN A70 van, new engine, £200.

1958 AUSTIN A35 pick-up, £495.

NEW.

EARLY delivery of all Austin, Morris and Ford commercial vehicles.

IMMEDIATE delivery AUSTIN 152 Omnivan, choice of colour; also Austin 152 Omnicoach.

IMMEDIATE delivery FORD 7-cwt. van; new Thames Trader 3-ton long-wheelbase truck.

ONE only, new A35 van in stock. 773-354

SOUTHERN COUNTIES GARAGES, LTD.
HIGH STREET, CRAWLEY, SUSSEX.
PHONE 25666.

AUSTIN AND FORD COMMERCIALS.
A NEW AUSTIN 1-ton van and pick-up in stock.
OFFER the following vehicles, mostly carrying three months' written guarantee:—

1957 AUSTIN 152 van, low mileage, £495.

1956 STANDARD 6-cwt. van, reconditioned, £345.

1950 BEDFORD 5-ton cattle truck (container types), £295.

1955 FORD 10-cwt. van with windows, £275.

1955 FORD 4D 2-3-ton short-wheelbase drop-side truck, £425.

1955 FORD 10-cwt. van, reconditioned engine, £245.

1955 FORD 10-cwt. van, reconditioned engine, £245. 773-418

HAZELMERE MOTOR CO.
(WALTHAM ABBEY), LTD.
Waltham Cross 2275-7.

BEDFORD DEALERS, FODEN DISTRIBUTORS, PERKINS SIGNHOLDERS.

1954 LAND ROVER, 88-in. wheelbase.

1950 BEDFORD 5-ton short-wheelbase tippers; choice of two.

1950 FORD Thames 5-ton Diesel.

1955 BEDFORD 3-ton truck.

1954 FORD 4D Cost Cutter truck.

1947 BEDFORD 5-ton truck.

1942 3 BEDFORD 5-ton short-wheelbase Upsons, Anthony host, 5-cu.-yd. wood bodies, the two £95 each. 773-355

COVENTRY AND JEFFS, LTD.
COMMERCIAL VEHICLE SPECIALISTS.

A TKINSON, October, 1955, double drive, 8-wheeler, 3 24-ft. drop-side vehicle, 92,000 miles only, 11.3 A.E.C. engine, air brakes, mounted on 120 Metallic tyres, 8 1/2 good, three months' guarantee, exceptional value, one only!

DODGE tipper, October, 1956, fitted with Meadows Diesel D1 engine, Eaton 2-speed axle, 900 by 20 tyres, five new, 14-ft. Tiverton body, painted green-black, £1,150.

DODGE 103 AP6 Diesel tipper, 1954, tyres 900 by 20 rear, 825 by 20 front, five new, first-class condition, £620.

DODGE 103 AP6 Diesel tipper, 1955, tyres 825 by 20, 75% good, first-class condition, £675.

SEDDON 1940 drop-side truck, repainted maroon, excellent mechanical condition, tyres 70% good, £480.

SEDDON Diesel meat van, 1950, tyres 70% good, 17-ft. interior body, alloy floor, good condition, £495.

A TKINSON, SEDDON, DODGE, FORD.
MILL LANE,
BRISTOL 3.
Phone 6-4561. 773-392

S PURLING CITY DEPOT OFFER:—

1956 BEDFORD Utilibrake 12-seater, good condition.

1956 AUSTIN A40 gown van.

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wooden body, metal floor, drop sides.

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Diesel, fairly early delivery, £850 ex works.

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New Goods Vehicles (contd.)

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BOYS third axles for all Comets and Beavers. Ask your agent. zzz-739

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WRAY PARK GARAGES. Immediate delivery 3B and 3J vans; choice of several used vehicles. Requisite certificate of fitness 1960. 773-415

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New Goods Vehicles (contd.)

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THE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. zzz-794

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THE SEDDON distributors for London and Home Counties. Full range of new Seddons, including load carriers and tractor units with Perkins engines for payloads 1-12 tons. Also models with Gardner engines for gross weight operations up to 24 tons. Hire-purchase, part-exchange. Write or phone for brochure of full range to:-

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NORTH CHESHIRE MOTORS, LTD., Woolston. Phone, Warrington 3277. Service, spares and sales. zzz-903

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New Goods Vehicles (contd.)

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd., S.W.7. Fremantle 7722. zzz-829

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THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. zzz-795

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USED PASSENGER VEHICLES

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1950, September, A.E.C. Regal Mark III, crash box, fitted with 35-seater Harrington coach body in very good condition, very low mileage, certificate of fitness expires 28.2.60. 1946 Guy Arab, 31W, 34-seater service bus, in good condition. A.E.C. 7.7, 35-seater body, sound machine. Offers to Joseph James and Sons, Ystradgynlais, Swansea. Phone, Glastawe 2137. 774-x216

1952 A.E.C. Mk. IV 39-seater Burlingham, certificate of fitness 1963, excellent condition, £2,000. Yeomans Tours, Hereford. 774-6532

1946 A.E.C., 7.7 engine, 33-seater Watson body, suitable for workmen. Apply Granville Tours, Granville St., Grimsby. Phone 55031. 774-x423

FOUR A.E.C. buses, 38-seater, 7.7-litre engine, crash gear-box, sound condition, offers. View Manchester. Box CM725, care of "The Commercial Motor." 773-416

AUSTIN

1949 AUSTIN coach, repainted cream and blue, full luxury 29 seats, in blue moquette, price £175. CHARLES COPPOCK, LTD., The Garage, Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 773-429

BEDFORD

BEDFORD Vista, Duple 29-seater coach, fitted with special high-back seating, complete with certificate of fitness until 1961, one owner, in first-class condition throughout, any demonstration, £650.

KEITH AND BOYLE,

80 CLAPHAM ROAD, S.W.9.

Phone, Rel 4211. zzz-688

1945 BEDFORD Mark II Mulliner 28-seater, sound vehicle, certified, taxed to end of year, £200 or near offer. Fluck's Coaches, Stow-on-the-Wold, Glos. Phone, Stow 6088. 773-94

1948, July, BEDFORD 29-seater Duple Vista, in good condition, immaculate condition, reconditioned engine, all good tyres, new battery, colours Portland grey and red, certificate of fitness 31.5.61, £450.

HIRE-PURCHASE terms and exchanges. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 773-72

THREE 1956 BEDFORD Duple 41-seater coaches, certificate of fitness to June, 1961; these vehicles are indistinguishable from new, only used during summer season.

FURTHER particulars and prices on application. Box CM617, care of "The Commercial Motor." 773-90

THREE 1951-1952 BEDFORD Duple 33-seater coaches, certificate of fitness to 1961, immaculate condition.

ONE 1954 BEDFORD 38-seater coach, in first-class condition. FURTHER particulars and prices on application. Box CM616, care of "The Commercial Motor." 773-89

Used Passenger Vehicles (contd.)

DICKSON'S TOURS.

1955 BEDFORD, 36-seater Duple, quarter lights, Perspex rear light, radio and microphone, heaters, over £350 extras, used on extended tours, certificate of fitness 1960.

1954 BEDFORD, 34-seater Plaxton, with special seats, details as above, Continental step, over £350 extras, certificate of fitness 1964.

1951 BEDFORD, 34-seater Plaxton, details as above, had £650 spent on it last season, including re-upholstering and latest-type front, certificate of fitness 1961. THE above have been used on our extended tours and are all in excellent condition.

45 REFORM STREET,

DUNDEE.

Phone 3007. 776-6527

FULL-FRONT BEDFORD 30-seaters, certificates of fitness 1959 to 1962, from £525. Boughtons, 1-5 Odessa Rd., E.7, Mar 1888. 773-12

1954 BEDFORD Super Vega 38-seater Duple, £2,000.

1954 BEDFORD Super Vega Duple, 36-seater, £2,000.

ALL interiors trimmed with red-patterned moquette and all carrying certificate of fitness.

JOHN O. ANDREW, LTD., 319 St. Phillips Rd., Sheffield. Phone 21145. 773-165

BEDFORD Vista, 1939, regularly maintained, good tyres, economical vehicle, certificate of fitness May, 1959, 6165. Shock, 131 Hemden Rd., Caversham, Reading. Reading 73793. 773-x324

BEDFORD Vega, 1952, new engine, certified 1961, perfect, £1,475. Whitley Motors, Coventry. 774 x441

V. C. COLEMAN,

166 MAIN ROAD,

SUNDRIDGE KENT.

Branded 192.

1958 7-6 BEDFORD Super Vegas, 41-seater Duple small mileage, choice of three.

1952 BEDFORD Vega, 33-seater Duple, courier seat, excellent tyres, colours cream and red, certificate of fitness 1962.

1951 BEDFORD Vista, 29-seater Duple, one owner, choice of two, certificate of fitness 1962.

1950 BEDFORD Vista, 29-seater Duple, choice of two, certificate of fitness 1960.

1948 BEDFORD Vista, 29-seater Duple, choice of two, certificate of fitness 1961. 773-421

1950 BEDFORD Duple Vista 29-seater fitted high-duty engine, recently recoloured red roof dome and reliefs with cream panels, interior grey-red, with roof quarters and dome retrimmed, radio, heater, certificate of fitness February, 1963, extremely clean, £750.

1954 Bedford Duple Super Vega 36-seater, exterior recently recoloured red and cream, interior green floral moquette, heater, radio, very attractive coach, £2,150. Alf T. Moseley, T/A Oliver's Lyscoaches, Knightthorpe Rd., Loughborough. Phone 3563. 773-xA446

Used Passenger Vehicles (contd.)

Bedford Wanted

WANTED, 1957-58, 38-41, £3,000 offered; what offers, petrol or Comet. Box CM7213, care of "The Commercial Motor." 773-228

COMMER

1950 COMMER Avenger, 33-seater luxury Plaxton body with courier's seat, certificate of fitness to July, 1959, body, engine and chassis in good condition.

1955 COMMER TS3, 37-seater luxury Burlingham body with courier's seat, certificate of fitness up to October, 1959, engine recently overhauled, a first-class luxury coach.

THE above can be viewed by appointment.

ALLENWAYS, LTD., 580 Moseley Rd., Birmingham. 12. Phone, Caliborne 3191-2. 773-118

ONE COMMER 1956 41-seater coach with Duple luxury body, certificate of fitness to 1961, condition as new and perfect throughout.

FURTHER particulars and prices on application. Box CM615, care of "The Commercial Motor." 773-88

1950 AVENGER 34, Churchill, immaculate condition throughout, certificate of fitness 1960, heaters, radio, 6975, o.n.o. Box CM723, care of "The Commercial Motor." 773-x877

COMMER Karrier coach, 14-seater, first registered 1953, in spotless condition, heater, luxury seating, only used on excursions and tours, any trial, price £1,200.

WOODSTONES GARAGE, Kidderminster. Phone, Kidderminster 3073. 773-3

1958 COMMER Diesel 41-seater Duple coaches, six only. See under New Commer advertisement, Don Everall, Ltd., Wolverhampton. 773-16

COMMER TS3 July, 1956 41-seater coach, best offer. Apply, phone Redditch 424. 775-6519

COMMER Avenger, Plaxton, 1949, certificate of fitness November, 1959, excellent condition, blue interior, well maintained, ivory and red, £625. Jopling, Birley 118. 773-4443

CROSSLEY

1952 CROSSLEY, downdraught engine, 37-seater full-front Strachan body, radio and heater, certificate of fitness 1962, £1,000 or part-exchange Bedford 29 Duple. Box CM7214, care of "The Commercial Motor." 773-x219

1949, July, CROSSLEY, Yeates 35-seater full luxury coach, heater, etc., in immaculate condition, seats red floral moquette, colours Portland grey and red, all good tyres and batteries, etc., certificate of fitness 31.6.59, £350.

HIRE-PURCHASE terms and exchanges. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 773-73

1949 CROSSLEY, 33-seater Duple body, downdraught engine, luxury, sliding roof, high-back seats, heaters, certificate of fitness 1962, choice of two, £450 each.

F. MANNING AND SONS, LTD., 39 and 43 Cardiff St., Aberdare. 773-4

Used Passenger Vehicles (contd.)

DAIMLER

FIVE double-decker buses, 1943-45, DAIMLERS, with 7.7 A.E.C. engines, certificates of fitness 1961, in very good condition, £250 each. Kerbey Motors, New Southend Arterial Rd., Hornchurch, Hornchurch 776. 773-233

DENNIS

1950 DENNIS Lancel 35-seater, Yeates body, certificate of fitness 1960, £300. Box CM696, care of "The Commercial Motor." 773-412

KARRIER

Karrier Wanted

KARRIER 14-seater coach, full luxury, price £700 max., Box CM7313, care of "The Commercial Motor." 773-x6541

LEYLAND

1950 Comet, Strachan 33, red-maroon, excellent Heath engine and body, radio, heater. Thornton 773-117

LEYLAND PSI, 1947, certificate of fitness 1961, taxed, offers, Stepney Green 2904. 773-303

MAUDSLAY

DECEMBER, 1946, A.E.C., 7.7 rebuilt engine, fair tyres, good condition, no certificate of fitness but easily re-certified, good batteries. Terms arranged, low deposit, offers. Must be sold, room required. Lock Eastington, Stonehouse, Glou. Stonehouse 435. 773-x448

TILLING-STEVENS

38-SEATER TILLINGS coach, 1951, requires engine repairs, bargain price, £275. 200 Salisbury Rd., Totton 2527. 773-x385

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THE COACH SPECIALISTS OF THE SOUTH.
COACH SHOWROOMS AND SERVICE STATION.
TRADING ESTATE, FARNHAM, SURREY.

Phone, 8 a.m. to 6 p.m., Farnham 4626-7.
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INSPECT OUR STOCK OF
GOOD CLEAN VEHICLES

AT SPECIAL MID-SEASON PRICES.

1954 BEDFORD Vega, radio, microphone, Formica sides, heaters, autumn tint interior, cream and blue exterior, £2,375.

1953 BEDFORD SB Yeates Riviera, 35-seater, every extra fitted, retrimmed red interior, amber lift-up vents, glass roof quarters, reconditioned engine, six new tyres, certificate of fitness March, 1963, immaculate, £2,250.

1953 BEDFORD SB fitted 35-seater Yeates body, red interior, radio, certificate of fitness 1962, £1,850.

1953 BEDFORD Vega 39-seater, Duplex body, autumn tint interior, fitted two heaters, certificate of fitness 1963, £1,850.

1952 DENNIS Falcon, full-front 35-seater Gurney Nutting body, Eaton 2-speed axle, maroon interior, certificate of fitness February, 1961, £875.

1951 CROSSLLEY down-draught reconditioned engine, 37-seater, Birmingham full-front body, red interior, certificate of fitness 1961, £1,500.

1950 ALBION Victor, Diesel, 33-seater full-front luxury body, autumn tint interior, one owner, £875.

1950 49 COMMER Avengers, 35-seater luxury bodies, choice of two, blue interiors, from £750.

1949 AUSTIN 29-31-seater luxury coaches, choice of tyres from £150.

1948 7-6 BEDFORD Vistas, all with certificates of fitness from £250.

1947 BEDFORD Plaxton 30-seater, built-in headlamps, really above average for year, certificate of fitness 1961, £375.

1938 LEYLAND E102 engine, 33-seater Duplex body, Dunlopillo seating heater, certificate of fitness May 1960, £130.

SPECIAL offer, January, 1948, BEDFORD 29-seater Vista, Dunlopillo seating, body rough, first offer over £75.

HIGH-BACK conversions, trimming, painting, accident repairs and steam cleaning speedily executed.

ALWAYS a good selection of coaches suitable for workmen and travelling shops. We invite your inquiries. 773-4652

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TRANSPORT VEHICLE SPECIALISTS.

NEW 1958 ATKINSON L644 lightweight (Gardner 4LW) 37-seater Plaxton Highway omnibus.

1954 BEDFORD (36 h.p. petrol) 36-seater Burlington Seagull, heater, radio, cream-black.

1951 ALBION Victor (Diesel FT3) 31-seater Cawood full-front, choice of two, cream-blue, £750.

1950 ALBION CX9 (Diesel) 35-seater Cawood, cream, blue, choice two, £425.

1948 LEYLAND PSI (7.4 Diesel) 33-seater Burlington, grey-blue, certified 1951, £650.

1948 DENNIS Lancel (6-cylinder Diesel) 35-seater Duplex, heater, certified 1959, £475.

1946 45 DAIMLER CVD6 (A.E.C. 7.7 Diesel) 56-seater Manney double-decker, choice three.

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A50

Used Passenger Vehicles (contd.)

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177-205 FINNIESTON STREET.

GLASGOW, C.3.

Phone, Douglas 2940.

Phone, Douglas 2940.

FOR THE FINEST SELECTION OF

NEW AND USED COACHES

IN THE COUNTRY.

IMMEDIATE DELIVERY NEW BEDFORD PETROL-ENGINE PASSENGER CHASSIS WITH 41-SEATER COACH BODIES BY DUPL.

A Wonderful selection of ALBION Duplex full-front luxury coaches, 1955 and 1953 models. All vehicles are fitted with Albion 4-cylinder Diesel engines and the 1953 models have certificates of fitness valid until 1963 and 1964 respectively. Call now for benefit of selection. These vehicles are offered at particularly attractive prices in relation to their condition.

1953 BEDFORD Duplex 36-seater coach, exterior red and cream, seating in blue-patterned moquette, certificate of fitness 1963, excellent tyres, absolutely tip-top machine.

1951 COMMER Avenger 33-seater coach, exterior ivory seating blue-patterned moquette, certificate of fitness 1961, bargain.

1951 BEDFORD Plaxton 33-seater coach, exterior in cream and red, seating trimmed in dark blue moquette, outstanding condition.

1951 TILLING-STEVENS Strachan 34-seater full-front semi-coach, certificate of fitness January, 1962, Meadows 4-cylinder Diesel engine, recently overhauled, excellent value.

1949 FODEN Burlington 33-seater coach, exterior green and cream, seating blue-patterned moquette, Gardner Diesel engine, excellent vehicle at very reasonable price.

MANY OTHERS.

LARGE SELECTION OF BEDFORD, COMMER, ALBION AND A.E.C. COACHES, SUITABLE FOR THE TRANSPORT OF WORKMEN OR FOR CONVERSION TO TRAVELLING SHOPS.

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PART-EXCHANGES WELCOME. 773-45

P.V.D., LTD.

100

SELECTED BUSES AND COACHES

ACTUALLY IN STOCK AND AVAILABLE FOR

IMMEDIATE INSPECTION AND TEST.

SUPER DOUBLE-DECKERS.

LEYLAND, Choice of a number of Leyland high-bridge double-deckers, Eastern Coachworks, 1951 bodies, well-tyred, certificate of fitness to 1961, price £400-£450 each.

LEYLAND, Choice of a number of low-bridge Leylands with 1948 Metcam bodies, luxury seating, certificate of fitness to 1960-62, price £275-£300 each.

LEYLAND 1959-60 high- and low-bridge double-deckers, L fitted 1948-50 Leyland and Alexander all-metal bodies, in excellent condition, certificates of fitness to 1959-60, choice of 25, prices from £235-£275.

A mechanical condition and are available for immediate inspection and test.

1950 49-48 BRISTOLS, Diesel-engined saloons, fitted Eastern Coachworks 1948-49-50 35-seater bodies, in immaculate body and mechanical condition, certificates of fitness 1959-60, choice of 20, price £650 each. Sample vehicles can be viewed at Rugby, Leeds and Glasgow.

1948 47 A.E.C. with Harrington 32-seater full-luxury coach bodies, high-backed leather, moquette and Dunlopillo seating, 7.7 Diesel units, crash boxes, well-fitted, in excellent mechanical and body condition, certificates of fitness to 1960-61, price £400 each.

1948 A.E.C. choice of 12, fitted 35-seater Metcam and Harrington, all-metal saloon bodies, front-entrance sliding doors, 7.7 engines, in excellent body and mechanical condition, certificates of fitness to 1958-59, price £425 each.

1947 A.E.C. 36-seater Harrington service saloons, Dunlopillo, leather and moquette seating, fitted 7.7 Diesel units, in excellent mechanical and body condition, certificates of fitness to 1960-62, price £420-£450 each.

1940 Gardner Diesel engines, 5-speed boxes in good mechanical and body condition, several chassis only, price from £175 each.

PASSENGER VEHICLE DISPOSALS, LTD.

WOLSTON GRANGE,

LONDON ROAD, RUGBY.

Phone, Wolston (Coventry) 330.

On the A45. 773-65

GRAHAM BROS. (MOTORS), LTD.

OFFER THE FOLLOWING

USED COACHES

AT ATTRACTIVE PRICES.

1948, June, DAIMLER VD6, Pearson body, 33-seater.

1949, June, CROSSLLEY Burlington downdraught 33-seater, certificate of fitness 1959.

1949, March, CROSSLLEY Burlington downdraught 33-seater, certificate of fitness, 1959.

1949, January, COMMER Commander, Plaxton 30-seater, P6 Diesel.

7-15 PETER STREET,

MANCHESTER, 2.

Phone, BLACKFRIARS 9887.

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, LTD.

1957 BEDFORD Super Vega, 41-seater, full luxury Duplex body, fitted with radio, lift-up roof lights, rear dome lights, in excellent condition throughout, certificate of fitness 1964, choice of 10.

1954 BEDFORD 36-seater full luxury Duplex body, fitted with radio, heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1959.

1953 BEDFORD Burlington Seagull, 36-seater, full luxury body, fitted with radio and heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1963, choice of two.

1953 BEDFORD Plaxton, 36-seater, full luxury Ventura body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1963.

1952 LEYLAND Royal Tiger, 41-seater, full luxury, Longwell green body, fitted with heater, in good, clean condition throughout, certificate of fitness 1961.

1950 BEDFORD, Ventura 29-seater full luxury Plaxton body, high-back Dunlopillo seats, in good clean condition throughout, certificate of fitness 1959.

1950 DENNIS Lancel J3, fitted with a 35-seater, full luxury Duplex body, radio and heater, in good clean condition throughout, certificate of fitness 1960.

1950 COMMER Avenger, 35-seater, full luxury Strachan body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.

1949 MAUDSLAY, 7.7 A.E.C. oil engine, 33-seater full luxury Gurney Nutting body, fitted with heater, clean condition throughout, certificate of fitness 1960.

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Town Hall,

Southport

16.8.58.

R. EDGAR PERKINS,

Town Clerk. 774-6534

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773-12

Miscellaneous Advertisements (contd.)

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EAST BARNET URBAN DISTRICT COUNCIL.

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August 22, 1958—THE COMMERCIAL MOTOR 79
(Supplement)

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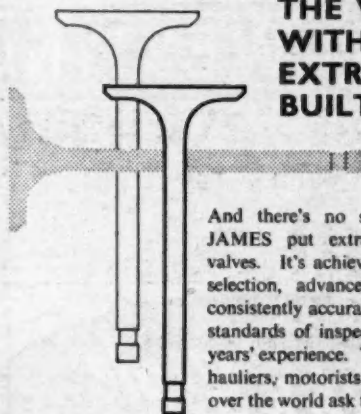


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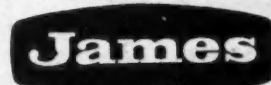
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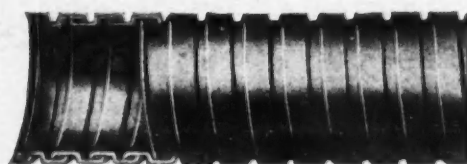
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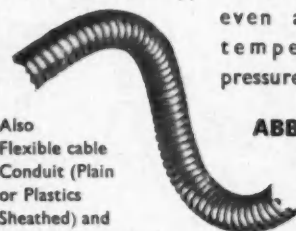
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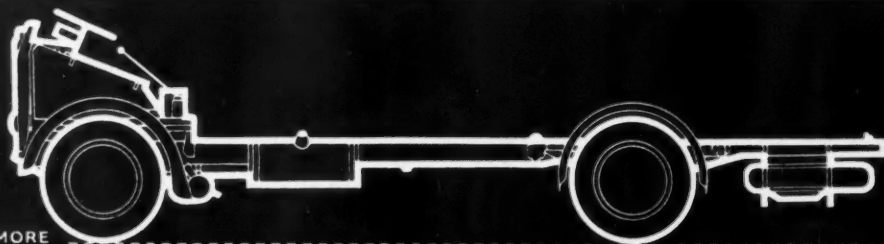
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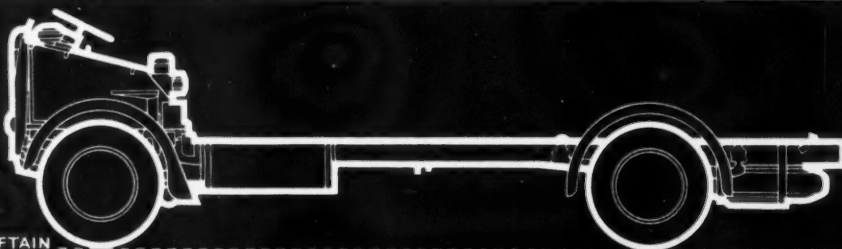
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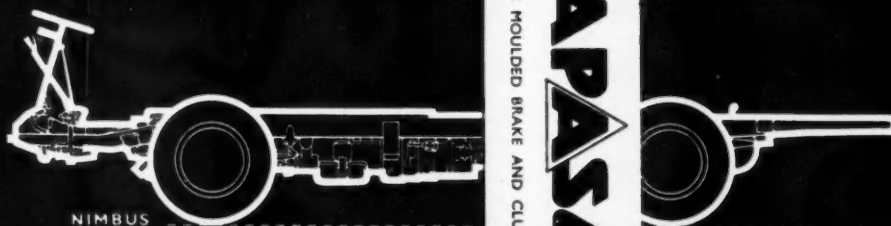
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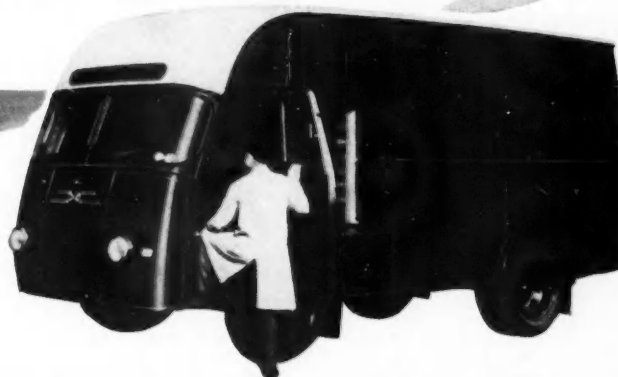
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